THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

AIR TRANSPORTATION

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MAY
1951

In this Issue

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Trends in the Conveyorization of Air Cargo Handling

Why BOAC Delivers the Goods

The Air Carriers' Problem

Who Shall Sell Air Cargo?

United States Overseas Air Cargo Services

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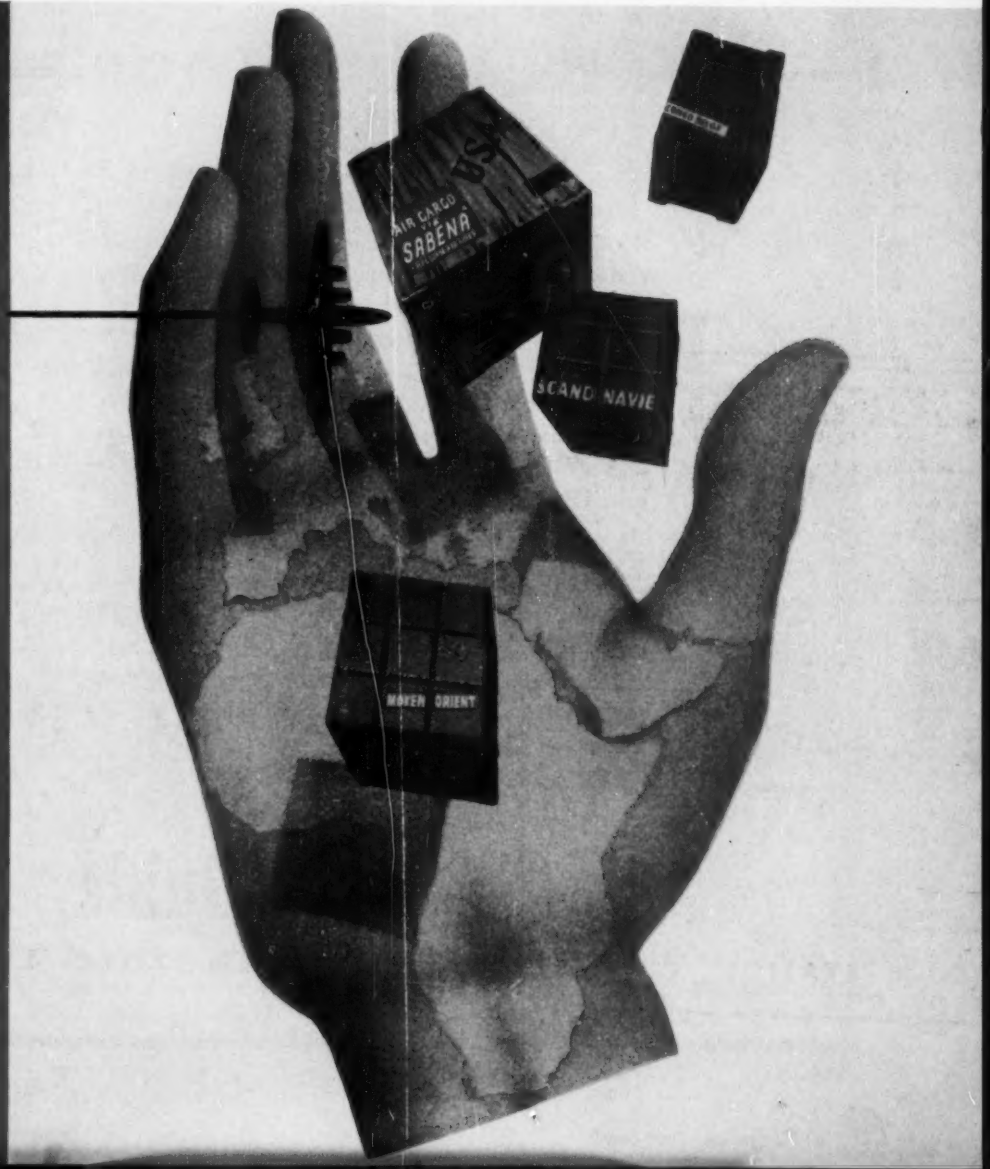

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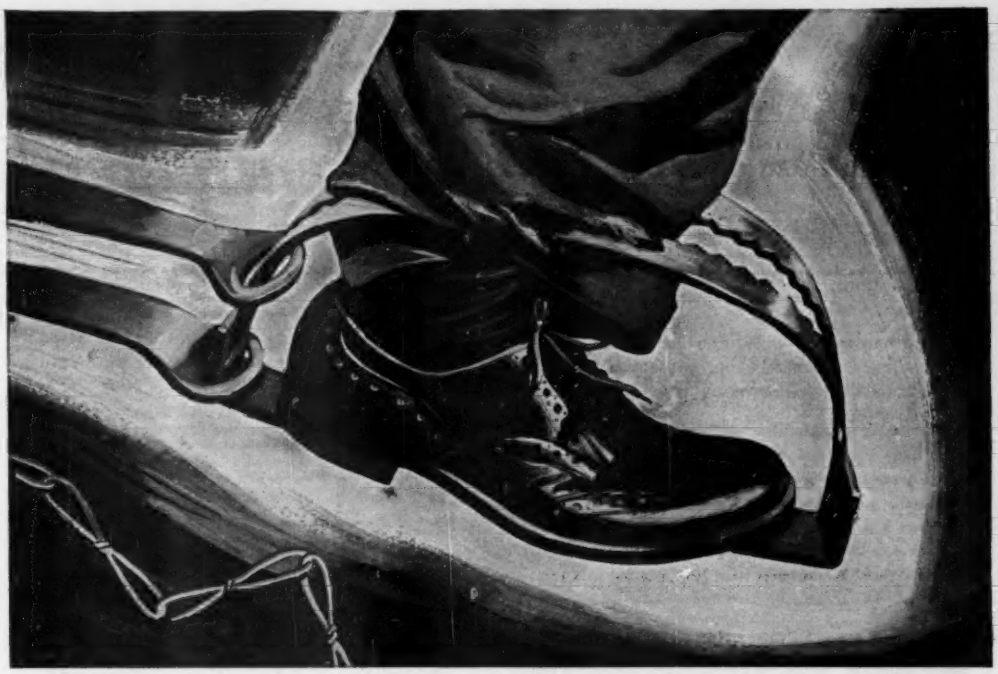

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Once More . . .

Shame on You, Gentlemen!

Just three years ago—to be exact, in the May, 1948 issue of *Air Transportation*—we wrote the following editorial under the title, *Shame on You, Gentlemen*:

Once a year the Chamber of Commerce of the United States duly recognizes the all-important part played by foreign trade in the economy of our nation by setting aside a seven-day period known as World Trade Week.

So here it is May again—and this year's slogan is: World Trade Makes Good Neighbors. A fetching slogan, that.

This editorial might never have been had not this year's insigne caught our eye. We have inspected the art minutely. We have gone over it square inch by square inch, with the probing eye of one who sees something missing but still cannot believe it. In fact, we have seriously considered calling in a microscope-armed technician to further the project for us.

We have searched and searched, but all we can see are an Arab leading his camel across the sandy stretches of some Middle Eastern desert; a three-masted schooner bound for some foreign port; a barge passing under a railroad trestle; and a mounted Latin American with two burros (or mules or donkeys).

For the life of us, we cannot locate an airplane!

It is possible that we are mistaken, but it seems to us that we have heard something to the effect that the airplane is revolutionizing world trade.

We have been informed by some people that full planeloads of cargoes—think of that!—are flying across all the seas, delivering imports and exports in only a fraction of the time required by those other methods depicted in the insigne.

We are also told that such things as airborne goods are no longer unusual; and that not only have furs and jewels and millinery sprouted wings, but diesel engines and steamship propellers and even cattle are so equipped.

Somebody else has passed along the information that the United States international airlines flew 34,253,100 ton-miles of express and freight last year, as compared with 15,092,127 ton-miles in 1946 and 8,717,511 ton-miles in 1945. (Naturally, these figures do not take into account the record of the irregular air carriers.)

Can it be? Can it really be that there is such a thing as air commerce?

Well, that's what they say. They've even proved it to us. Why, come to think of it, that's what this magazine is all about. So . . .

Shame on you, gentlemen!

Well, three years have passed, and the international air carriers' cargo-carrying records keep being smashed month after month. The statistics indicated in the 1948 editorial were made obsolete only a few months after their publication. No doubt, 1951's will suffer the same fate.

But the Chamber of Commerce of the United States hasn't learned. According to its 1951 World Trade Week poster, the steamship is the sole instrument of international transport. Apparently the powers-that-be in the Chamber are still living in the time-hobbled past.

We can't resist the temptation, gentlemen. Once more—shame on you!

AIR TRANSPORTATION

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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargoplane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, personnel.

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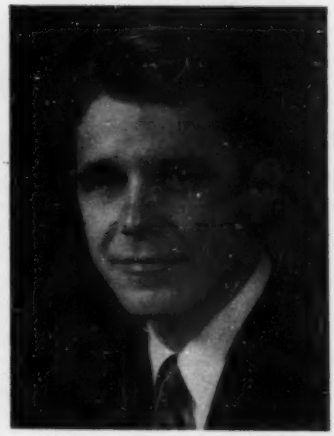
COVER

Sabena Belgian Airlines presents a hypothetical view of the ease with which cargo is airshipped throughout the world—as simple as the five fingers on your hand.

Trends in the Conveyorization Of Air Cargo Handling

By JERVIS C. WEBB

Treasurer and General Manager
Jervis B. Webb Company



MECHANIZATION of the ground handling part of air freight and travel is snowballing along at a rate that will soon put it alongside of rail and truck transportation facilities. Aware that speed, whether it be for freight, express, mail, or passengers, is all-important, the aircraft industry is eagerly approaching the problem. They know that ground handling represents a great percentage of the total time to be spent on the products handled and are receptive to ideas which will improve the situation. All have seen the trim, flexible, yet sturdy, portable belt conveyors which are used extensively to load and unload air cargo. Some have seen the belt systems for handling suitcases and other baggage from the ticket counters to flight storage areas; here and there a monorail or a crane is being used.

Back in about 1939, airports began using some wheel-type gravity conveyors to speed the loading and unloading of air transport cargo. During the war thousands of wheel-type and roller-type conveyor sections were used. Around 1944, highly portable power belt conveyors were developed. These units are still in use across the country. Some had large pneumatic tires which made them easy to move from plane to plane; most were adjustable in height. Simpler units at lower cost have been developed in recent years which fully meet needs of the average airplane.

For ease of handling in and out of planes, the Air Force has equipped some of the C-119 *Packets* with straight sections of gravity-type wheel conveyors. The conveyor is used as a rolling floor, and when parachute discharge of supplies is necessary the men in the plane can kick out the cargo over these rollers in a matter of seconds.

These scattered pieces of equipment presage a fuller and more integrated mechanized system ever coming closer to continuous handling with the accent on minimization of rehandling points. Just as in the past, the rail and truck industry have studied thoroughly, experimented with, and finally obtained extensive floor, chain, belt, roller and overhead trolley systems to mechanize their handling and warehouse operations; so now, the fast-moving air transportation industry, with its ever increasing volume of tonnage shipped, is seeing that in some cases now, and in other cases soon, continuous conveyor systems will pay off in reducing ground handling time and lower their overall costs.

A number of plans are being seriously considered at air terminals. On the West Coast, an overhead trolley conveyor has been made up in model form to show the possibilities of continuously towing four-wheel industrial trucks from and to the aircraft to terminal storage areas and for sorting needs in the terminal. A chain drag line was recently proposed to tow industrial trucks from aircraft up a long incline path from the field to the terminal at a higher level.

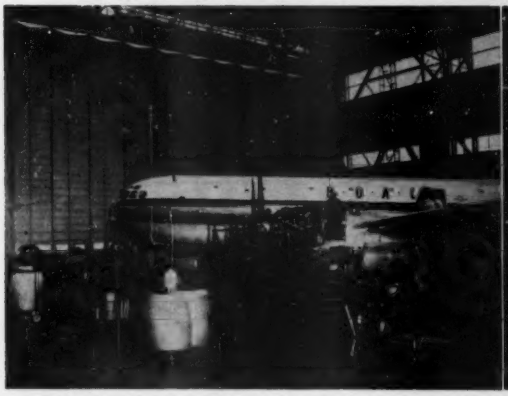
An interesting proposal in New York involves the handling of suitcases and baggage. An automatic dispatch monorail system made up of a single rail from which are suspended a number of dispatch cars was laid out to run between the points where tickets are procured by passengers and suitcases are turned over to the terminal to a point of temporary storage near the baggage claim department. From here the system travels out to the actual plane loading and unloading area; thence, continuously, back to the baggage claim department. These dispatch cars would be equipped with dials which may be set as the cars are loaded to proceed on the electrified monorail to a designated plane gate from the baggage entry point, and when the cars arrive at the plane loading area, they may be retained there for unloading of the plane or sent back loaded or empty to the specific baggage claim department desired. In between flights or uses, the car, empty or loaded, waiting for planes, may be stored on the overhead monorail in the baggage claim area. All

(Concluded on Page 27)

Why BOAC Delivers the Goods

The air shipper, naturally, is interested in getting his goods from Point A to Point B in the shortest possible time, and the receiver normally shares the shipper's interest. But there's more to transporting merchandise than stowing it in the cargo hold of the plane. The important thing is that the aircraft must be operated safely and with maximum efficiency. That's where maintenance work comes in — the unsung part of air cargo transportation. The photos on this page, for example, present a small idea of what happens to an airliner in the service of British Overseas Airways Corporation after it has landed in England. Yes, this is at least one big reason . . .

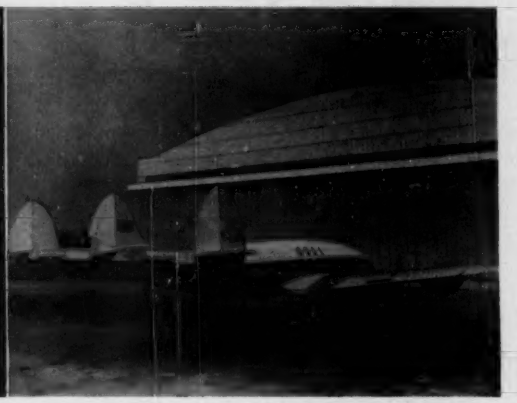
1. General view of maintenance hangar



2. *Stratocruiser* under maintenance

3. Cleaning engine with paraffin spray

4. Dismantled prop from Boeing power plant



5. *Constellation* runs up engines at Filton

In this third instalment of the excellent report, **Problems Affecting Air Cargo Development in California,** *the author discusses . . .*

The Air Carriers' Problem

By HARRY E. KARST

Consultant, The California Aeronautics Commission

IN exhibit No. 3, (published last month) the air express and air freight operations of the 16 domestic mail and passenger carriers during the year of 1949, are compared in terms of revenues, ton miles carried, and yield per ton mile.

Different shipments produce different amounts of revenue, depending upon length of haul and the tariff category of the individual shipment. In order to develop an overall view, the revenues are divided by the ton-miles to produce a figure called "the yield." Such a figure washes out all differences in tariff classification, length of haul, size of shipment, etc., and provides a workable average revenue which can be compared to the known operating costs.

The air freight business, in 1949, was about 3½ times as great as the air express business, as indicated in ton-miles flown, and it is found that air freight produced about twice as much revenue as air express. The average yield for air express was 32.26¢ per ton-mile, as compared to the average yield for air freight of 19.24¢.

Exhibit No. 4, is a detailed breakdown of the direct operating costs of a DC-4 (C-54) aircraft. This exhibit was developed for the purpose of providing an operating cost result for a hypothetical air freight operation. It is based upon the actual average operating costs of C-54 aircraft as these costs were incurred by the 13 domestic passenger and freight air carriers, who operated DC-4s during the last quarter of 1949.

While these data do not include the DC-4 operating cost experience of the Flying Tiger Line, there is little difference between their direct cost experience, and the experience average of the 13 DC-4 operators.

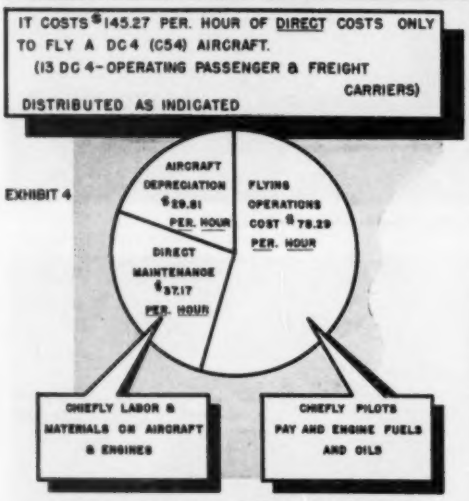
In the Form 41 (Schedule B-2) submitted by the Flying Tiger Line to the Civil Aeronautics Board, covering the fourth quarter of 1949, the Flying Tiger direct costs in connection with C-54 aircraft amounted to 76.18¢ per aircraft mile flown, as compared to the 13-carrier average of 76.96¢.

To avoid involvement in the ramifications of the Civil Aeronautics Board Accounting Manual, the fact is accepted that direct operating costs represent only a *portion* of total operating costs.

The chart accompanying Exhibit No.

(*Continued on Page 27*)

EXHIBIT 4


IT COSTS $145.27 PER. HOUR OF DIRECT COSTS ONLY TO FLY A DC4 (C54) AIRCRAFT.
(13 DC 4-OPERATING PASSENGER & FREIGHT CARRIERS)
DISTRIBUTED AS INDICATED
AIRCRAFT DEPRECIATION $29.81 PER. HOUR
FLYING OPERATIONS COST $78.29 PER. HOUR
DIRECT MAINTENANCE $37.17 PER. HOUR
CHIEFLY LABOR & MATERIALS ON AIRCRAFT & ENGINES
CHIEFLY PILOTS PAY AND ENGINE FUELS AND OILS

COST CATEGORIES NOT INCLUDED IN ABOVE ARE

1. GROUND OPERATIONS EXPENSE
2. GROUND & INDIRECT MAINTENANCE
3. TRAFFIC & SALES EXPENSE
4. ADVERTISING — PUBLICITY
5. GENERAL & ADMINISTRATION
6. DEPRECIATION OF GROUND EQUIPT.

SOURCE: CAB FORMS 41 LAST QUARTER 1949

A Breakdown of the Direct Costs of DC-4 (C-54) Aircraft Operated by 13 (1) Domestic Passenger and Freight Air Carriers During the Quarter Ended Dec. 31, 1949
(Source: Civil Aeronautics Board, Forms 41)

CAB Account Numbers	Direct Costs	$ Expenditure of 13 Carriers	% of Total Direct Flying Expense	Cost Per DC-4 (C54) Hour Dollars	Cost Per Available Ton Mile Cents
	Flying Operations				
5113	Pilots & Copilots	$ 1,819,979		$ 22.46	1.904 ¢
5114	Other Flight Personnel	7,011		.09	.001
5115	Training and Unallocated Shop Labor	77,007		1.02	.052
5116	Travel & Incidentals	196,800		2.46	.198
5141	Special, Professional & Technical Services	222		-	-
5142	Rentals	225,913		2.81	.236
5143	Aircraft Engine Fuels & Oils	5,168,819		63.87	5.364
5151	Other Supplies	1,869		.02	.018
5155	Insurance - Pub. Liability - Property Damage-General	246,109		3.03	.257
5158	Injuries, Loss & Damage	9,893		.12	.010
5167	Clearance, Customs & Duties	691		.01	.001
5169	Taxes, other than payroll	320,944		4.24	.340
5170	Amortization of other deferred charges	-		-	-
5176	Other expenses	1,961		.02	.001
5180	Expenses transferred, Credit	(9,536)		(.12)	(.010)
	Total Flying Operations Expense	$ 8,504,951	56.10%	$ 78.29	6.980 ¢
	Direct Maintenance - Flight Equipment				
5225	Direct Maintenance Labor - Aircraft	$ 689,569		$ 11.70	.960 ¢
5226	Direct Maintenance Labor - Engines	486,530		6.61	.547
5227	Direct Maintenance Labor - Other	134,566		1.68	.147
5246	Direct Maintenance Materials & Repairs - Aircraft	351,831		4.78	.392
5247	Direct Maintenance Materials & Repairs - Engines	865,951		11.86	.919
5248	Direct Maintenance Materials & Repairs - Other	71,313		.96	.076
5270	Reserve Provision - Aircraft Repairs	35,357		.48	.039
5271	Reserve Provision - Engine Repairs	69,905		1.10	.090
5289	Expenses Transferred, Credit	(243,470)		(3.46)	(.191)
	Total Direct Maintenance Expense	$ 2,812,514	33.72%	$ 37.17	3.096 ¢
	Depreciation - Flight Equipment				
5975	Depreciation - Aircraft	$ 1,594,375		$ 21.07	1.693 ¢
5976	Depreciation - Aircraft Engines	330,377		4.49	.360
5977	Depreciation - Other Flight Equipment	486,578		6.41	.515
5980	Expenses Transferred, Credit	(163,121)		(2.16)	(.173)
	Total Depreciation - Flight Equipment	$ 2,250,489	13.09%	$ 29.81	2.395 ¢
	Total Direct Operating Expenses	$13,933,955		$145.27	11.571 ¢

(1) The 13 Domestic Passenger and Freight Carriers operating DC-4 Aircraft during the quarter ended December 31, 1949.

Shall Sell Air Cargo?

By RICHARD MALKIN
Managing Editor
Air Transportation

THE other day I heard the story of an airline cargo sales representative who waxed enthusiastic to a shipper about the new DC-6s his company was operating, and how the shipper promptly slapped that worthy down with the retort that he wasn't interested in what kind of a plane his shipments were being flown, so long as they got to destination in a hurry.

Now, the airline rep wasn't completely wrong in talking about the DC-6s; it was *how* he got his story across. Instead of playing up his company's frequent schedules, cargo space, and speed of the new aircraft, he sang paeans over the plane's lines.

Unfortunately, not all the cargo sales personnel of the airlines are firmly grounded in the service they are supposed to sell. Some of them are unwilling recruits from the passenger department; other are willing to perform the job, but know only a smattering of the subject. The net result is that a salesman who dislikes his job, or one who knows little about it, cannot convince his quarry—namely, the shipper.

I do not wish to spread the impression that all cargo sales reps are guilty of the above. That would be libelous. I know personally more than just a few humdingers. However, one cannot get away from the fact that an uncomfortably large percentage are not fully conversant with air cargo; *i.e.*, its economics, its promotional possibilities, what it can do, what it cannot do, how it stacks up against other forms of transportation, etc.

Back in 1945, in the company of a planeload of aviation journalists, I covered a military story at a certain Air Force base. It was on this occasion that a by-lined aviation writer representing a major newspaper drew me aside and wanted to make certain that the commercial counterpart of a C-47 was a DC; and that of a C-54, a DC-4. At first I thought he was kidding. Then it gradually dawned on me that he actually was a novice, and that he was learning at the same time he wrote so-called authoritative articles. Since that time, nothing amazes me.

In a large sense, the very thing holds true among numerous cargo sales reps. They are on the street selling a comparatively new service on a hit-and-miss basis. Even the Fuller brush man knows his wares better than a good many of the reps. The fact that the airlines are consistently setting new all-time freight and express highs is, to face the picture squarely, in spite of the lagging efforts of some. I believe that most cargo men will agree that with additional equipment of the right sort, plus a greater concentration of fully *trained* sales personnel, the current highs would have been considerably higher. Eventually, the point will be reached at which a greater degree of salesmanship will be required to fill those cargo holds. Second-raters won't do. They are helping to postpone the entrance of that large portion of still-untried shippers into air transportation.

Only the other day I was given first-hand information on a certain cargo sales rep, stationed in a Southern city,

(*Concluded on Page 27*)

United States Overseas Air Cargo Services

By N. W. KENDALL
Transportation Division
Office of Domestic Commerce
United States Department
of Commerce

PART XIV

Improvements Needed and Problems Requiring Solution

Full development of United States overseas air cargo services will require rate and service improvements on the part of the carriers, as well as solution of a number of problems involved in the promotion of overseas trade. The latter problems confront not only carriers, exporters and importers, but frequently are the concern of the governments of individual nations or groups of nations. It is not the purpose of this report to explore thoroughly any of these needed improvements or problems requiring solution with a view toward formulating a broad pattern of remedial action. Rather, the purpose here is to suggest some of the major improvements required in United States overseas air cargo services and to indicate some of the more important problems requiring solution.

1. Rate Reductions

In view of the high level of overseas air cargo rates as compared with steamship rates, the most pressing improvement required for increased use of air service is the reduction of rates. Rate reductions in a nonsubsidized service are dependent upon reductions in the costs of operation. Reductions in operating cost per ton-mile are possible in a number of ways, but the major opportunities seem to lie, first, in promotion of additional traffic so that economies may be realized from a larger scale of operations; and second, in the development of an aircraft designed exclusively for the carriage of cargo which will permit operation at lower unit costs than at present. Greater density of traffic would permit more intensive use of ground establishments as well as fuller utilization of aircraft and flight personnel. It is recognized that promotion of additional traffic may be not only a cause, but also a result, of reductions in operating expense per unit of traffic.

While much unused capacity no doubt exists in the combination passenger-cargo services of the certified American flag carriers, effective promotion of overseas air cargo traffic would seem to require the rendition of all-cargo services as well. Of pertinence in this connection is the fact that Seaboard and Western Airlanes, a noncertificated irregular air carrier engaged primarily in transatlantic all-cargo service, reported a revenue load factor of 86.4 per cent in freight service during the six-month period ending March 31, 1949. This figure pertains to eastbound and westbound movements combined, and includes only transocean all-freight flights.

Development of an aircraft designed to carry only cargo, and capable of lower costs per ton-mile, is particularly important in the case of services involving long nonstop flights. In general, the available payload of international and overseas American flag carriers is more severely limited by fuel-carrying requirements than in the case of domestic air carriers. This accounts in part for the fact that during the 12-month period ending September 30, 1948, the international and overseas American flag carriers showed operating expense per revenue ton-mile of traffic (including passengers as well as property) of nearly 89¢, compared with a figure of approximately 58¢ for domestic trunk line carriers. Similar differences also exist among the various routes of international and overseas American flag carriers. For example, during 1948, Pan American's operating expense per revenue ton-mile of traffic (including passengers as well as property) was approximately 96¢ in the Atlantic Division, compared with 75¢ in the Latin American Division, no doubt reflecting in part differences between the two services in average length of trips between airports.

Allocated expense per unit of cargo traffic is not available for international and overseas American flag carriers, but some idea of transatlantic air cargo unit costs incurred by an air carrier may be obtained by dividing the total operating expenses of Seaboard and Western by that carrier's revenue ton-miles. For the last three quarters of 1948 as a whole, such an operation yields a quotient of approximately 44¢, although during the third quarter alone, when traffic was at a peak for the year, the figure was 33¢. By way of comparison with an all-cargo carrier engaged solely in domestic service, it may be noted that Slick Airways' ratios of total operating expenses to revenue ton-miles were 17¢ and 18¢ in the last three quarters of 1948, and the third quarter of 1948, respectively.

The foregoing facts suggest that a more economical cargo aircraft is needed for fuller development of the United States overseas air cargo potential. Recommendations by the Working Group on Civil Transport Aircraft Prototype of the Civil Transport Aircraft Evaluation and Development Board are of particular interest in this connection. Studies of this so-called Prototype Group indicate that the aircraft most needed to develop American air cargo and to provide at the same time an auxiliary military transport, is a long-haul airfreighter capable of carrying 15 tons of payload for a nonstop flight of 2,000 miles at an average speed from start to stop of 300 miles per hour. Among the other specifications for this craft would be ability to operate from a 4,000-foot airfield (permitting operating into relatively small airports) and a cargo floor at truck bed height (permitting economies in loading and unloading). At 100% load, the estimated direct operating cost of the freighter is 3.75¢ per ton-mile. The report of the Prototype Group emphasizes that no known airplane now in operation can meet the above specifications.

2. Service Improvements

Since the quality of service rendered is next in importance to the rate level in determining the degree of exporters' and importers' utilization of air cargo, the carriers participating in United States overseas cargo services should

(Continued on Page 31)

SHIP BY AIR

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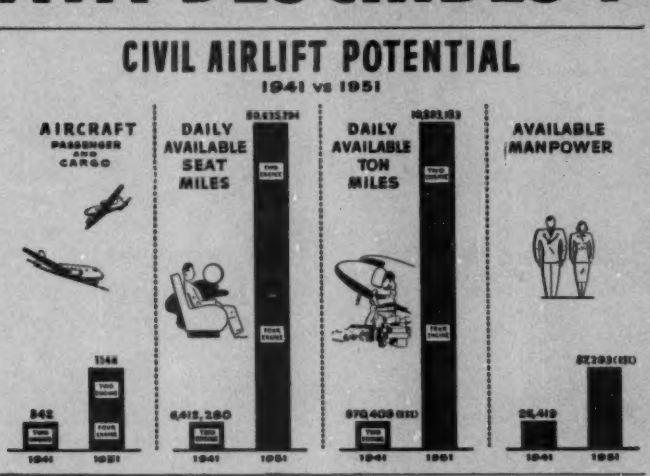
VOL. 18 MAY, 1951 NO. 5

ATA DESCRIBES PROGRESS



IATA Action Forces TACA to Cut Forwarders' Commissions to 5%

NEW ORLEANS—The action of the International Air Transport Association, organization of the scheduled international airlines, in prohibiting its approved cargo sales agents from accepting commissions from a non-IATA carrier, higher than the standard 5% offered by the IATA carriers, has forced TACA International Airways to reduce its own offered commission of 7½% to the IATA level. TACA, which is a non-IATA carrier, was the first airline to offer a standard commission to freight forwarders, and in October, 1945, established the payment of 7½%.

In explaining its decision to reduce the rate of commission, J. Dan Brock, vice president-traffic, pointed out that "the majority of TACA cargo sales agents are also IATA agents," and that the decision was made "to protect the interest of these agents and allow them to continue to do business with us and also with IATA carriers."

The March issue of *Air Transportation* (Page 12) reported from Washington the Civil Aeronautics Board's approval of the IATA resolution which stated that "no IATA sales agent shall be approved or retained unless he agrees not to accept from any non-IATA carrier a rate of commission higher than he would receive from a member of fares or rates for scheduled services."

As was expected, the IATA resolutions and the CAB approval have had a reaction in the freight forwarding industry. Some quarters are fighting mad, others are adopting a wait-and-see attitude, and still others are accepting it philosophically. One thing is clear, however: the move will not go unchallenged. Several organizations are girding for a fight.

TWA Moves to Idlewild

NEW YORK—The international operations of TWA have been moved from the Marine Terminal, La Guardia Field, to New York International Airport (Idlewild). This switch affects both cargo and passenger operations.

Arnold Stresses National Asset Of Air Carriers

NEW YORK—Larger, faster airplanes, the tripling of the size of the scheduled airlines fleet, and more effective air traffic control, have given the United States a powerful transport weapon in the event of a national emergency, Brigadier General Milton W. Arnold, vice president-operations and engineering of the Air Transport Association, told a press conference at the Wings Club. Since Pearl Harbor, the ATA-member air carriers have registered an astounding increase in total lift capacity—1,352 percent more daily ton-miles and a jump of 1,158 percent in daily seat-miles.

General Arnold pointed out that "the progress in air traffic control can be measured by the number of aircraft which can land and depart each hour for sustained periods of time today." He said that in 1947 "the capacity of all but a few airports in this country allowed only 14 aircraft landings and takeoffs an hour when weather was such that flight by instruments was required"; but that today, under the very same conditions, as many as 34 arrivals and departures per hour can be handled. He predicted that by 1954, this capacity would be increased to the point where "the ability to handle aircraft every 90 seconds safely during instrument weather conditions will be realized."

In 1947, the airlines completed 94.77 percent of the scheduled mileage. This was due to "unacceptable weather conditions" and air traffic congestion. However, in 1949 the airlines completed 98 percent of all scheduled mileage, and "for six consecutive months during the same year better than 99 percent was completed."

Credit for the progress in reliability of service was attributed to improvement and development of such aviation equipment as approach control; high fidelity methods of communication; instrument landing system; radar; and "such items as radar safety beacon, and direct as well as an improved communications between controllers and pilots.

(*Concluded on Page 13*)

Air Cargo Volume Continues Its Winning Ways, Statistics Prove

NEW YORK—Percentagewise, the air cargo volume of the domestic and international air carriers is zooming past the passenger volume which also is setting new records. If the present rate of increase continues, it cannot be more than a few years hence that air cargo revenues will catch up with air passenger revenues. This is the pot of gold at the other end of the rainbow which has been the focal point of many a cargo manager's efforts. Here is the most recent information filed at the offices of AIR TRANSPORTATION:

▸ **Avianca:** An increase of 83 percent over its best previous cargo record has brought the Colombian airline's 1950 total to 95,974,098 pounds. As a result, Avianca is claiming that it is the world's leading air cargo carrier. Hauled mostly within the country over relatively short distances, the cargo's total value approximated $200,000,000. Average weight per shipment was 54 pounds, and average haul 572 miles. The addition of five C-46s last year has given Avianca a fleet of 41 aircraft, including 13 cargoplanes.

▸ **British Overseas Airways Corporation:** During March, BOAC flew a total of 48,225 pounds of freight in its New York-Nassau service—an increase of 9 percent over the record month of February. Northbound freight traffic also showed a sizable increase.

▸ **Philippine Air Lines:** Last year, PAL's freight ton-miles rose from 2,783,627 to 3,559,182. Mail ton-miles increased from 426,683 to 486,067.

UAL's 10 Top Commodities

CHICAGO—According to a survey made by United Air Lines and released by E. L. Dare, cargo sales manager, the 10 leading commodities moved by the company's air freight services last year were: cut flowers, electrical equipment, radios and radio parts, automotive parts and accessories, wearing apparel, aircraft parts, dry goods, printed matter, and hardware. Although cut flowers led in volume for the first half of the year, the increased tempo of defense production forced machines and machine parts to the top slot.

BOAC Opens in Boston

BOSTON—An office on the ground floor of the Hotel Statler, 22 Providence Street, in this city, has been opened by British Overseas Airways Corporation. Manager is Eric J. Wheatley.

60 Commercial Airplanes Still Flying in the Lift

WASHINGTON, D. C. — The Military Air Transport Service revealed at press-time that with the return of six commercial aircraft to the airlines, the number of airline-owned transports operating in the Pacific airlift was reduced to 60. The returned planes, three of which belong to Northwest Airlines and one each to American Airlines, Pan American World Airways, and United Air Lines, were all of the DC-4 type.

According to Major General Laurence S. Kuter, MATS Commander, "greater utilization of the MATS fleet plus an increase in the number of trips allocated to the United Nations and commercial carriers remaining will maintain the planned flow of vital cargo to our forces in the Far East."

In nine months of operation, 11,000 tons of freight, 2,000 tons of mail, and 73,000 passengers were flown to the Far East. Biggest single month was September, 1950, when 1,784 tons of freight and mail and more than 13,000 passengers were airlifted. Return hauls during the nine-month period brought more than 21,000 battle casualties and patients.

IATA Accepts Israeli And Jugo Membership

MONTREAL—El Al Israel National Airlines and Jugoslovenski Aerotransport JAT have become active members of the International Air Transport Association, world airline organization. This brings IATA's membership to 65 airlines representing some 45 countries. El Al and JAT are now eligible to participate in the IATA Traffic Conferences, to make use of the facilities of the IATA Clearing House at London, to vote in the General Meeting, and take part in other IATA projects.

Colonial Does It Again

NEW YORK—Colonial Airlines has completed its 21st year of operation without a single fatality or serious injury to anyone aboard—which speaks of similar safety in the transportation of express, freight, and mail. The airline's record remains unthreatened. Colonial's slogan, devised by Sigmund Janas, president, is: *Safety Is No Accident.*

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Coming of Summer Increases Trans-Atlantic Flights

NEW YORK—Seven of the scheduled transatlantic air carriers have increased the frequency of their flights to accommodate the traditional increase of business at this time of the year. Following is a round-up of schedule changes:

▸ **Air France:** Marking the first anniversary of its weekly non-stop New York-to-Paris luxury flight (known as the Parisian), Henri J. Lesieur, general manager of the North American-Caribbean Division, has announced the inauguration of a second such flight each week.

▸ **British Overseas Airways Corporation:** New York-London services have been increased from seven to nine a week. Extra Eastbound flights are on Sundays and Wednesdays.

▸ **Italian Airlines-LAI:** The addition of another flight now gives LAI two weekly round trips between New York and Rome. Connections may be made for oncarriage to points in the Mediterranean, Near East, and Middle East.

▸ **KLM Royal Dutch Airlines:** On May 27, KLM will increase its departures from New York to nine a week, rising to 10 a week in the Summer. Late this month, the airline's flights to Frankfurt and Munich will be upped to two a week (Sundays and Fridays).

▸ **Pan American World Airways:** Daily service to Paris was scheduled to begin May 1. On the same day, Pan Am's service to Nice will be extended to Rome, thus giving the Italian capital four flights a week (three via Paris).

▸ **Sabena Belgian Airlines:** Beginning May 25, Sabena's flights to Europe rise to five a week.

▸ **Scandinavian Airlines System:** Between May 26 and June 2, SAS will operate a total of nine transatlantic flights a week; and between June 3 and October 20, the number will be increased to 11 a week. Once a week there will be a direct flight to Stavanger, Norway.

AA, WAL Purchase DC-6s

SANTA MONICA—The Douglas Aircraft Company has revealed the purchase of three DC-6A airfreighters by American Airlines and five DC-6Bs by Western Air Lines.

American, which also has on order 17 DC-6B passenger aircraft, estimates that when the new airfreighters join the fleet, its cargo-carrying capacity will be increased by approximately 1,716,000 ton-miles per month. The 20 new DC-6s will just about double American's 6,000,000-ton-mile-a-month cargo-hauling capacity.

Western Air Lines, which is celebrating its 25th anniversary, expects to have initial deliveries of the plane in September of next year. The DC-6B is five feet longer than the standard DC-6.

ATA Describes Progress

(*Continued from Page* 11)

When the Second World War began, General Arnold stated, the scheduled airlines were operating a combined fleet of 342 aircraft. Of this total, only four were four-engine aircraft. Today, that fleet has swelled to 1,144, 45% of which are four-engine planes. By September of next year, that fleet will increase to 1,296 aircraft. The general added:

"One of the principal tenets of the Congress and the cognizant government agencies is well on the way to fulfillment —namely, that scheduled air transportation must remain healthy and must grow in order to provide and maintain a reservoir or reserve in the event of a national emergency. Furthermore, the wisdom of this particular objective has been demonstrated by the airlift requirements for the Korean campaign. Since the lift was started, the scheduled airlines have provided an average of 22,185,900 ton-miles per month across the Pacific, and stand ready to provide more if additional tonnage is required."

Such large carriers as the Flying Tiger Line, Slick Airways, and U. S. Airlines are not members of the ATA.

Sabena Offices in Germany

NEW YORK—Sabena Belgian Airlines reports the establishment of new German offices located at 39 Hermannstrasse, Hamburg; and Hotel Deutscher Hof., Nuremberg.

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Slick at Burbank

BURBANK—The general offices of Slick Airways have moved from their original location at San Antonio, Texas, to Burbank, California.

This news broke at the same time that Thomas L. Grace, president, announced the company's first profitable quarter—an estimated profit of $287,000 before taxes for the January-March period.

TACA's N. Y. Office Moves

NEW YORK—TACA Airways Agency, Inc., has returned to its old haunts in this city, at 19 Rector Street (Room 1105). Telephone number: WHitehall 4-1455.

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PAA Starts Daily Cargo Flights to Caribbean

MIAMI—Daily cargo service between Miami and various points in the Caribbean area and the northern coast of South America has been inaugurated by Pan American World Airways. This is an increase from the four cargo flights weekly over the same route.

Bound for Caracas the cargoplanes take off at dawn and make stops at Kingston, Jamaica, and Curacao. A stop is made at Barcelona, Venezuela each Wednesday.

SAS Expands Again

NEW YORK—Scheduled service between New York and Bremen, with a single stop at Glasgow, will be inaugurated by Scandinavian Airlines System June 6. A Copenhagen-Tokyo run was opened April 25, with regular daily connections from New York made at Copenhagen. Including Bremen, SAS serves 76 cities in 37 countries on five continents.

FTL Expanding at Newark

NEWARK—More than seven times as much space will be available to the Flying Tiger Line at Newark Airport as the result of shifting its freight and maintenance facilities to Hangar 6, near the entrance to the field. Station and warehouse space will be upped from 5,000 to 21,000 square feet, and ramp and parking space will be increased from 5,000 to 52,000 square feet. Until now maintenance had been concentrated in Burbank.

BOAC Gets a Comet

LONDON—The second *Comet* jet transport plane produced by the de Havilland Aeroplane Company has been turned over to British Overseas Airway Corporation—the first of a fleet of 14 such aircraft ordered by the international carrier.

Strictly speaking, this jet airliner—the world's first—is the second of two ordered by the British Ministry of Supply for development purposes; but BOAC has acquired the aircraft on a loan basis in advance of delivery of its *Comet* fleet later this year. The airline will make experimental flights between England and India to gain experience with this type of plane.

AIR FREIGHT FORWARDERS

Customs Brokers and Forwarders Association of America, Inc.: Further curtailment of funds for the United States Customs Service has been protested by the CBFAA. Pointing out that through ECA and similar programs the United States spends and donates billions of dollars for the promotion of exports, "in order to obtain imports which supply dollars to friendly nations," the throttling of Customs appropriations kill off "the very imports for which we have paid." The national industry body stated that the situation "does not make sense," and recalled that last year Customs suffered almost total collapse because appropriations were insufficient. Last Fall, the insufficiency of Customs personnel brought about dock congestion "which made deliveries almost impossible, forcing importers to cancel millions in order to avoid further terrific losses." Appropriations have been cut to an irreducible minimum, CBFAA said, and it charged that further curtailment would be fatal.

Peter A. Bernacki, Inc.: Recent figures compiled by the company reveals that its air and motor trucking volume has doubled, while steamship business has risen threefold. Most of Bernacki's current traffic is destined to Latin America.

Emery Air Freight Corporation: A new branch office has been established at 619 St. Paul Street, Baltimore. This is Emery's 23rd office in its coast-to-coast chain.

Rohner, Gehrig and Company, Inc.: This firm recently handled the shipment of a $35,000 violin, the product of the famed Antonio Stradivari, which was airshipped from New York to Geneva. The instrument is known as the Czar Nicholas —1668. It was transported by Seaboard and Western.

Frontier Drops Few Stops

DENVER — Under authority granted by the Civil Aeronautics Board, Frontier Airlines has suspended scheduled air service to Canon City, Colorado, and Provo, Utah. Florence, Colorado, which is served by the airport at Canon City, also is affected.

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Congratulations

AIR TRANSPORT ASSOCIATION: Charles T. Roggi has assumed the additional title of assistant to the president.

American Airlines: Joseph D. Ryle appointed director of public relations . . . W. H. Miller named Eastern Region operations director . . . James A. Jackson, newest member of the board.

Canadian Pacific Airlines: R. W. Ryan appointed vice president.

Central Airlines: John R. Schwarzkopf named public relations director . . . W. Robert England assumes post of director of sales.

Chicago and Southern Air Lines: George E. Bounds returns as director of public relations.

Civil Aeronautics Board: Gilbert L. Bates named assistant to Member Joseph P. Adams.

Fairchild Engine and Airplane Corporation: W. L. Landers elected vice president of the corporation and general manager of the Aircraft Division.

Northwest Airlines: Warren LeRoy, New York district sales manager, reassigned to Minneapolis as Twin Cities district sales manager . . . George Knox named district sales manager at Madison, Wisconsin . . . James J. Fauteux returns to New York as district sales manager . . . John Hanton takes over district sales managership at Washington, D. C.

Phillipine Air Lines: D. G. Cutler appointed district sales manager in Okinawa . . . Clarence Haas named operations representative for the European Region.

Piasecki Helicopter Corporation: Lee Douglas, chief engineer, elected vice president-engineering.

Pioneer Air Lines: George A. Allen now heads the Fort Worth office.

Sabena Belgian Airlines: Arthur William McGrath joins New York cargo sales department.

Slick Airways: M. Cullen Wilkin elevated to office of vice president-sales, and Henry P. Huff, Jr., promoted to vice president-operations.

Towmotor Corporation: Lester M. Sears elected chairman of the board . . . C. Edgar Smith succeeds Sears as president . . . Robert L. Fairbank joins Towmotor as sales manager.

TWA: T. B. Cavanaugh promoted to district sales manager at Honolulu.

Western Air Lines: Oakley O. Smith appointed Denver sales manager.

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PAA New Orleans Mark

NEW ORLEANS—An all-time record for a single day's freight traffic out of New Orleans was set recently by Pan American World Airways. A total of 53,363 pounds of Latin America-bound freight was hauled by the airline. This total was made up of 63 refrigerators, 101 radios, 80 typewriters, 1,452 pounds of medicines, 4,029 pounds of automobile parts, 13,692 pounds of textile products, and 11,776 pounds of miscellaneous articles.

MATS Receives C-97C

HICKAM AIR FORCE BASE, OAHU, HAWAII—The first C-97C *Stratofreighter*, slightly changed from the original model, has joined the Military Air Transport Service here. This new model is capable of carrying an additional 10,000 pounds of cargo.

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El Al's Scheduled Runs Inaugurated This Month

NEW YORK—Operating two flights a week between New York and Tel Aviv, El Al Israel National Airlines is scheduled to inaugurate regular services between these two cities and other points, beginning May 2. *Constellations* will be flown on the transatlantic run between Idlewild and Lydda Airports.

On its Wednesday flight, El Al will make stops at Gander, Shannon (optional), London, Paris, Rome, and Athens, before landing at Lydda. After a three-hour stay, it will go on to Nairobi and Johannesburg. The Saturday flight makes much the same flight, but terminates at Lydda.

The Israeli carrier, which has been flying to the United States on a non-scheduled basis for some time, has been operating between Israel and points in Europe and Africa for nearly two years. In addition to *Constellations*, El Al flies *Skymasters* and *Commandos*. The *Commandos* are used in domestic and Middle East services. *Skymasters* operate out of Israel to such points as Vienna, Rome, Nicosia, and Istanbul.

As a member of IATA, El Al is paying agents the standard rates of commission.

FTL Foreign Department

BURBANK—The development of foreign traffic very much in the mind of the Flying Tiger Line, a special department has been established to drum up and take care of such freight for the transcontinental all-freight carrier. Heading the new department is V. John Zabohon, formerly with Air-Land Freight Consolidaters, Inc.; Arthur J. Fritz, and Company; Marine Office of America; Von-Hamm Young Company, Ltd.; and Frank P. Dow, Inc.

According to FTL, "the service is expected to be of aid to shippers and consignees in expediting the domestic movements of foreign air freight both into and out of the United States as well as in creating a larger use of air freight by bringing to shippers information about the many substantial advantages of air."

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BOOKS

LATEST of the Judson Guides to Latin America is Lyman and Ellen Judson's Let's Go to Peru (Harper and Brothers, 49 East 33rd Street, New York; 273 pages; $4.00). As usual, the Judsons have come through with an excellent work. . . . The 530-page Year Book and Guide to East Africa and 960-page Year Book and Guide to Southern Africa (H. W. Wilson Company, 950 University Avenue, New York; $3.00) are edited by A. Gordon-Brown. Both volumes are comprehensive and include an atlas and folding map. . . . There's No Place Like Paris, by Helen MacLean (Doubleday and Company, Inc., Garden City, New York; 180 pages; $2.50) is a delightful little book which tells you "how to feel at home in the city and what to expect from the French." More than a guide book; a pleasure to read.

We heartily recommend William Bushnell Stout's So Away I Went (Bobbs-Merrill Company, Inc., 465 Fourth Avenue, New York; 336 pages; $4.00), the fascinating tale of an outstanding aviation pioneer. Not only the biography of a great designer, but the history of an era. . . . Nancy Shea's The Air Force Wife (Harper and Brothers, 49 East 33rd Street, New York; 362 pages; $3.00) relates "what the wives of officers and airmen ought to know about the customs of the service and the management of an Air Force Household." . . . You owe it to yourself to pick up a copy of Nevil Shute's Round the Bend (William Morrow and Company, 425 Fourth Avenue, New York; 341 pages; $3.50). In it the distinguished author of The Pied Piper and other fine books, a man of considerable aeronautical background, comes through with another first-rate story which finds its heart in aviation. Take our word for it; this is a must.

Tom Slick, formerly with Slick Airways (Earl's his brother), now deep in scientific research work, is a man of large thoughts and serious conscience. Uppermost in his mind is the preservation of world peace, and he has a plan of his own. Slick relates that plan in his book, The Last Great Hope (The Naylor Company, San Antonio, Texas; 75 pages; $2.). Read it. . . . The 1950 Aircraft Year Book (Lincoln Press, Inc., Warner Building, Washington 4, D. C.; 400 pages; $4.00), official publication of the Aircraft Industries Association, Inc., is top-flight. Gives you everything you need to know for the year 1950. Place this on your book list. . . . For a broader basic knowledge of materials handling, pick up a copy of Modern Methods of Materials Handling (Prentice-Hall, Inc., 70 Fifth Avenue, New York; 248 pages; $5.50). Profusely illustrated. Well planned.

LAI Serves Milan

NEW YORK—Italian Airlines-LAI has inaugurated a direct flight to Milan, on the way to Rome. This is the carrier's second weekly flight. The other operates direct to Rome.

LAI's cargo department in New York is headed by A. J. Loffredo.

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1 A helpful Safety Kit which contains a number of interior plant posters to caution truck operators, such as *Blind Corners Traffic Crossings, Low Head Room*, etc. Also included are cartoon posters emphasizing safe fork-lift operation, as well as an Operator's Guide.

2 If you want some information on the Longboy—a new 50-foot steel-tape rule with an automatic rewind—just let us know. This rule, which will come in handy to shippers, can rewind the full 50 feet in 10 seconds.

3 Want an attractively illustrated brochure which gives full information on the uses of a manufacturer's fork trucks in 3,000 and 4,000 pounds capacity? Covers eight different industries and 16 different applications.

4 Information on a new-type, interoffice communications system which is easily disassembled and reassembled. This device can be expanded to take in as many as 11 stations. An excellent time-saver in shipping circles.

5 A dramatic, 40-page booklet which tells all about how an airline is operated and what makes it tick. Four-fifths of the book comprise excellent pictures. You'll like this.

6 Sample back number of the *American Import & Export Bulletin*, giving news of developments in the foreign trade industry. Covers Customs, Commerce, Agriculture, Treasury, and State Departments thoroughly. Reports on changes in laws, rules, regulations, etc.

7 *Meet the Fleet*—one of the finest air freight booklets produced by an air carrier that we've seen. Gives the lowdown on that airlines freight services, plus additional valuable information. Printed in color and illustrated.

8 A handsome, eight-inch, plastic rule, also showing the metric scale on the reverse side. This is offered by a well-known freight forwarding firm. If you want more than one, please specify on coupon.

9 Here's a handy gadget being distributed by a prominent freight forwarding firm. It's a combination key ring and auto license holder which fits neatly into your pocket.

10 A comprehensive 18-page book in color which shows every detail of a recently designed electric pallet truck. The truck can handle pallet loads up to two tons.

11 *American Foreign Trade Definitions*, a 32-page book of high value to shippers everywhere. Includes a chart showing the various steps taken from the time a shipment leaves the consignor to the moment it reaches the consignee. Produced and offered by one of the larger freight forwarding companies.

12 An eight-page booklet, designed as a take-off on that midget-sized magazine, *Quick*, which tells the story of air express in graphic terms.

13 *Extra Arms and Hands for Towmotors One-Man Gang*—a new folder issued by the manufacturer, illustrating a large variety of accessories designed for rapid mass handling of unusual materials and special types of loads.

14 An attractive folder describing the operations of one of the outstanding domestic air freight forwarding outfits.

15 Would you care to have your employees and associates view Towmotor's 30-minute sound movie, *The One Man Gang?* This film is designed to show how the company's idea of mass handling has helped manufacturers to develop systematic movement in less time and lower cost.

16 *Units of Weight and Measure, Definitions, and Tables of Equivalents*—a valuable 68-page book for all shippers. Handsomely put up with leatherette cover.

17 Complete information on the Grip-A-Tab line of automatic dispensers of sealing tape. Will handle tapes as narrow as a quarter-inch and as wide as eight inches. Can take care of all heavy-duty tapes.

18 An attractive and valuable wall chart in color, showing the proper procedures in storing gummed tape, the use of automatic dispensers, and the application of gummed tape. Should be on the walls of all shipping departments. Illustrations tell the story in a glance.

19 *What Every Shipper Should Know*, a 24-page, fully illustrated manual devoted to proper packaging with sealing tape. Includes directions for sealing various types of packages—telescope cartons, soft-wraps, irregular shapes, etc. Also contains essential excerpts of regulations covering parcel post, railway express, air express, and motor carrier.

20 A complete directory of all Railway Express Agency offices which provide air express service. Offices are listed alphabetically to facilitate detection. Should be on the desk of every traffic man and shipper.

21 Latest issue of *Material Handling News*, an attractive booklet issued by a well-known manufacturer of fork lifts.

22 File-sized bulletin on the new Mobilist Tier-Master fork lift truck. Capacity is 2,000 pounds. Overall height is 72" and lift 117".

23 Information on a 4,000-pound capacity model of the SpaceMaker,

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for stacking and tiering skids. Has the standard 83" mast, and 58" elevation can be furnished.

24 Eight-page specification Bulletin No. 1325 which includes user benefits of the major components of the FT-60 6,000-pound capacity fork truck. Well illustrated.

25 Here's an exceptionally interesting 15-minute sound movie which is available on loan upon application. *Industry on Parade* highlights the role of a certain international air freight carrier in the new historic and still continuing Pacific Airlift.

26 Descriptive brochure on the brand new book, *Boxcars in the Sky*, which tells the thrilling story of commercial and military air cargo, from A to Z. This volume is the first of its kind published anywhere.

27 A Certified Job Study showing how a certain line was able to reduce terminal storage and save time in loading and unloading materials. In one of the illustrated cases, a job which formerly required 72 man-hours was cut to 12; in another, an eight-man-hour operation was reduced to a mere 20 minutes.

28 *Your Foreign Shipping Handbook*, a descriptive booklet, in color, issued by the Foreign Traffic Department of American Express. Introduces in graphi form the various services of the company's international shipping setup.

29 Here's a handy pocket-size weight converter, which will translate kilograms into pounds, and pounds into kilograms. Don't forget that some countries figure their weight in kilos. You'll make use of this.

30 Attractive illustrated eight-page brochure which shows how handling time can be cut 85%. Excellent for executives whose firms afford warehouses or who are located at terminals airports, etc.

31 Complete details on a speedy method for tagging boxes for storage or shipment by means of an automatic one-hand tacker for driving staples and fastening tags to various types of containers. Easily assembled and disassembled. Also a new-type kit for holding 1,000 staples and which fits into a vest pocket.

32 Twenty-eight-page booklet, in color, which describes the functions of overhead trolley conveyors. Profusely illustrated. Visual lesson on the valuable work of overhead conveyors.

33 Ready reference catalog of the Mercury line of materials handling equipment. Includes tractors, trailers, and lift trucks. Well illustrated and in color.

34 A study of a certain area which proved that the intelligent use of containers can get the shipper more miles per shipping dollar. Interesting reading.

35 A certificated international air freight forwarder is offering an attractive folder which describes its own consolidation and forwarding set-up.

36 Latest issue of a valuable magazine which includes many useful tips on

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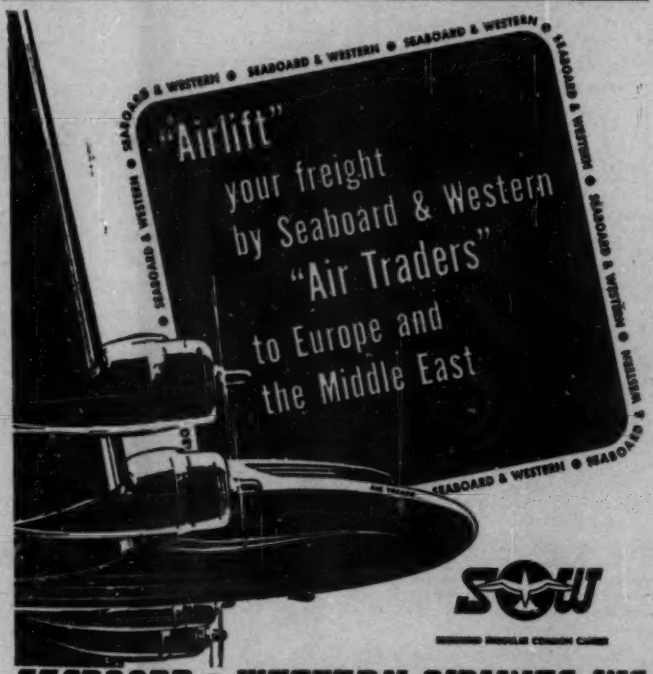

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37 Samples of one firm's gummed box stay paper, gummed sealing tapes, gummed cambrics, etc. Here's a full line in various sizes and colors.

38 Descriptive literature on the Cargo Ready-Load which facilitates air freight loading and transloading. Only airline and air freight terminal men need apply.

39 *Peggy and Medo*, an unusual comic-type booklet which does a terrific job explaining how a four-week vacation can be spent in France.

40 United Air Lines' latest air freight folder which shows how to "streamline your manufacturing, distributing, retailing" via its service.

41 Latest issue of *Handling Materials Illustrated* which offers actual case histories to those who are engaged in the handling of various types of shipments.

42 Can you arrange for an interested group to watch a 15-minute, 16 mm sound film? The motion picture, *At Your Service, Mr. Wilson*, has been produced by KLM Royal Dutch Airlines. No charge for the loan of the film, but you'll have to provide your own projection equipment.

43 Here's the very latest issue of the New York State Airport Map and Directory. This is a revision of the last map offered in these columns.

44 Glenn L. Martin's 40-page booklet, *Modern Techniques in Aircraft Manufacturing*, which is composed of case histories in industrial efficiency and economy. This is offered freely to American industry in behalf of the national defense effort.

45 A 64-page book, *Forging Ahead in Business*, written for mature men who are seeking to make progress, improve their positions, and increase their incomes.

New Air Mail Route

WASHINGTON, D. C.—The Post Office Department has announced the inauguration of air mail service between Wake Island and Honolulu and Guam. Domestic air mail rates apply to this service.

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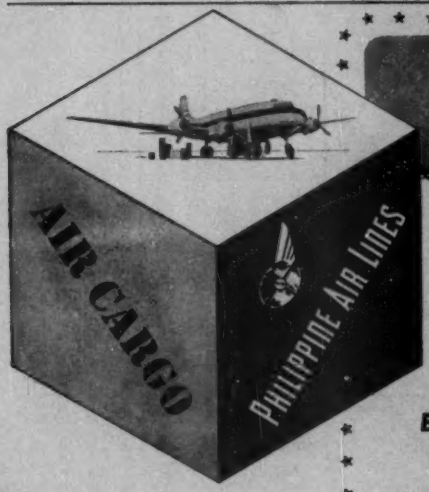

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International Airline Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transshipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HNL—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
MOB—Mobile
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Or.
PVD—Providence
QY—Sydney, N. S.
STL—St. Louis
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEA—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AL—Aerolineas Argentinas
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines
C—Colonial Airlines
E—Eastern Airlines
EA—Expreso Aereo Interamericano
EL—El Al (Israeli National Airlines)
K—KLM Royal Dutch Airlines
L—Lineas Aereas Mexicanas (LAMSA)
LI—Linee Aeree Italiane
LV—Lineas Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Affiliates
PH—Philippine Air Lines
S—Sabena
SS—Scandinavian Airlines System
SW—Seaboard & Western
SR—Swissair
TA—TACA Airways
T—Trans-Canada Air Lines
TW—Trans World Airlines
U—United Air Lines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.44 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

E: Valuation charge is applicable only on shipments equa to or more than $7.48 per pound.

K: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

L: Shipments of less than 22 lbs. are sent air express.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SW: Special rates for shipments of 100-999 lbs. and 1,000 lbs. and over.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
** Per $104 (Canadian Currency) value, pro-rata.
‡ Minimum charge for this shipment is that for 25 lbs.
^ Rate of 25 lbs. or less.
▸ Minimum weight 50 lbs.
† Minimum charge per shipment $3.00.
° Consult airline for lower rates applicable to 5,000 lbs. and over.
∮ Minimum charge per shipment $6.00.
df Daily freighter service.
tm Truck to Miami.
c Canadian Currency.

Destination	Airport and Airline	RATES (See Note) (Up to but not incl. 45 Kg.) Per Kg	Per Lb.	(Over 45 Kg.) Per Kg	Per Lb.	Per $100 Value	Depart
Aalborg, Denmark	IDL SS	1.18	.69	.20	.20	Dly	
Aarhus, Denmark	IDL SS	1.17	.68	.20	.20	Dly	
Abadan, Iran	IDL SR	1.75	1.32	.35	.35	Su,Th	
Abidjan, Ivory Coast	IDL AF	1.62	1.22	.35	.35	Su,M,W,Th	
"	BOS AF	1.59	1.20	.35	.35	T,Th	
Abo, Finland	IDL SS	1.22	.91	.20	.20	Dly	
Accra, Br. Gold Coast	LGA P	1.54	1.16	.35	.35	M,Th	
"	BOS P	1.51	1.13	.35	.35	Dly	
"	IDL BO	1.54	1.16	.35	.35	Dly	
"	MIA BO	1.55	1.20	.35	.35	.....	
"	IDL AF	1.63	1.22	.25	.25	M	
"	BOS AF	1.59	1.20	.35	.35	Su,T	
Addis Ababa, Ethiopia	IDL BO	1.54	1.16	.35	.35	Dly	
"	LGA TW*	1.54	1.16	.35	.35	M,Th	
Aden, Aden	IDL BO	1.54	1.16	.35	.35	Dly	
Ahmedabad, India	LGA P	2.06	1.54	.35	.35	.....	
"	BOS P	2.02	1.51	.35	.35	.....	
Albertville, Belgian Congo	IDL S	1.89	1.42	.35	.35	Dly except M	
Alexandria, Egypt	IDL LI	1.85	1.17	.35	.35	Th	
	IDL AF	1.54	1.16	.35	.35	.....	
Algiers, Algeria	LGA TW	1.26	.95	.35	.35	F	
"	IDL AF	1.26	.95	.35	.35	Dly	
"	BOS AF	1.24	.94	.35	.35	Dly	
"	BOS TW	1.24	.93	.35	.35	F	

Destination	Airport and Airline	RATES (See Note) (Up to but not incl. 45 Kg.) Per Kg	Per Lb.	(Over 45 Kg.) Per Kg	Per Lb.	Per $100 Value	Depart
Amsterdam, Neth.	IDL S	1.06	.80	.20	.20	Dly except M	
"	IDL BO	1.06	.80	.20	.20	Dly	
"	MIA BO	1.11	.84	.....	.....	Dly	
"	IDL P	1.06	.80	.20	.20	M,F	
"	BOS P	1.08	.78	.20	.20	M	
"	IDL SS	1.06	.80	.20	.20	Su,T,Th,F	
"	IDL AF	1.06	.80	.20	.20	Dly	
"	BOS AF	1.02	.77	.20	.20	Dly	
"	IDL K	1.06	.80	.20	.20	Dly except M	
"	UL K	1.04	.78	.21	.20	Su,W	
Anchorage, Alaska	SEA P	.45	.18	.15	.15	Dly	
"	SEA NW	.22	.15	.15	.15	Dly	
"	MPS NW	.35	.20	.15	.15	Dly	
Antigua, B.W.I.	LGA P*	.24	.24	.15	.15	M,Th,F	
"	MIA P*	.22	.15	.15	.15	M,Th,F	
"	IDL BO	.24	.24	.15	.15	M,W,Su	
Antilla, Cuba	MIA P*	.20	.10	.15	.15	Dly	
Antofagasta, Chile	MIA P*	1.13	.81	.20	.20	M,T,Su	
"	MSY P*	1.19	.86	.20	.20	M,T,Su	
"	HOU P*	1.23	.71	.25	.25	Su,M,F	
"	BRO P*	1.23	.71	.25	.25	Su,M,F	
"	LAX P*	1.25	.88	.25	.25	Su,M,F	
"	LGA P	1.23	.70	.25	.25	.....	
Aranjuez, Brazil	LGA P*	1.54	1.54	.25	.25	Su,W,F,Sa	
"	MIA P*	1.26	1.26	.25	.25	F	
"	MSY P*	1.32	1.32	.25	.25	F,Sa	
"	HOU P*	1.66	1.66	.25	.25	F	
"	BRO P*	1.60	1.60	.25	.25	F	
"	LAX P*	1.90	1.90	.25	.25	F	
Arequipa, Peru	MIA P*	1.00	.63	.20	.20	Su,T,F,Sa	
"	MSY P*	1.06	.60	.20	.20	Su,M,T,F	
"	HOU P*	1.00	.63	.20	.20	Su,T,F,Sa	

Destination	Airport and Airline	RATES (See Note) (Up to but not incl. 45 Kg.) Per Kg	Per Lb.	(Over 45 Kg.) Per Kg	Per Lb.	Per $100 Value	Depart
Arequipa, Cont'd	BRO P*	1.00	.63	.20	.20	Su,T,F,Sa	
"	LAX P*	1.22	.77	.20	.20	Su,Th,F,Sa	
Arica, Chile	MIA P*	1.06	.67	.20	.20	T	
"	MSY P*	1.12	.64	.20	.20	T	
"	HOU P*	1.15	.67	.20	.20	M	
"	BRO P*	1.15	.67	.20	.20	M	
"	LAX P*	1.22	.81	.20	.20	T	
Armenia, Colombia	MIA P*	.58	.22	.15	.15	Dly	
"	MSY P*	.60	.23	.15	.15	Dly	
"	HOU P*	.62	.23	.15	.15	Dly	
"	BRO P*	.62	.24	.15	.15	Dly	
"	LAX P*	.76	.23	.15	.15	Dly	
"	LGA P*	.64	.27	.15	.15	Dly	
Aruba, N.W.I.	MIA K	.30	.23	.15	.15	Dly	
"	UL K	.50	.36	.17	.17	M,F	
Asmara, Eritrea	IDL BO	1.76	1.33	.35	.35	Dly	
Asuncion, Paraguay	LGA P*	1.47	.93	.35	.35	M,T,Th	
"	MIA P*	1.39	.77	.35	.35	M,Th	
"	MSY P*	1.45	.84	.35	.35	Su,T	
"	HOU P*	1.49	.87	.35	.35	T,Su	
"	BRO P*	1.49	.87	.35	.35	T,Su	
"	LAX P*	1.68	1.01	.35	.35	Su,W	
"	BRO B*	1.80	.88	.35	.35	W,Su	
"	CHI B*	1.80	.88	.35	.35	W,Su	
"	CRP B*	1.49	.87	.35	.35	W,Su	
"	DAL B*	1.80	.88	.35	.35	W,Su	
"	YIP B	1.80	.88	.35	.35	W,Su	
"	FTW B*	1.80	.88	.35	.35	W,Su	
"	HAV B*	1.39	.77	.35	.35	W,Su	
"	HOU B*	1.49	.87	.35	.35	W,Su	
"	IND B	1.49	.87	.35	.35	W,Su	
"	LRD B*	1.53	.90	.35	.35	W,Su	
"	MSY B*	1.46	.84	.35	.35	W,Su	
"	SAT B*	1.80	.88	.35	.35	W,Su	
"	EWR TC	1.70	1.80	....	....	Frequently	
Athens, Greece	IDL SA	1.87	1.11	....	....	Su	
"	IDL SW	1.38	1.03	.30	....	.....	
"	IDL LI	1.44	1.08	.35	.35	M,T,Th	
"	IDL BO	1.44	1.08	.35	.35	Dly	
"	MIA BO	1.48	1.11	....	....	Dly	
"	IDL AF	1.44	1.08	.35	.35	Weekly	
"	BOS AF	1.41	1.06	.35	.35	T,Th	
"	IDL K*	1.44	1.08	.35	.35	Su	
"	IDL EL	1.44	1.08	.35	.35	W,Su	
"	UL K	1.44	1.08	.36	.36	Su	
"	IDL SR	1.44	1.08	.25	.25	Su,T,Th,Sa	
"	LGA TW	1.44	1.08	.35	.35	Dly	
"	CHI TW	1.49	1.13	.35	.35	Dly	
"	PHL TW	1.45	1.09	.35	.35	Dly	
"	BOS TW	1.41	1.07	.35	.35	M,F	
"	YIP TW	1.46	1.10	.35	.35	Dly	
"	IDL S	1.44	1.08	.35	.35	Dly except M	
"	IDL SR	1.44	1.08	.25	.25	Su,Th	
"	IDL P	1.44	1.08	.25	.25	.....	
"	BOS P*	1.41	1.07	.35	.35	.....	
Auckland, N. Z.	LAX P	1.75	1.32	.35	.35	Su	
"	SFO P	1.75	1.32	.35	.35	Su,W	
"	PDX P	1.75	1.32	.35	.35	Su,W	
"	SEA P	1.75	1.32	.35	.35	Su,W	
"	SFO BC	1.76	1.32	.35	.35	F	
"	HNL BC	1.19	.90	.30	.30	F	
"	VR BC	1.76	1.32	.35	.35	F	
Baghdad, Iraq	IDL AF	1.70	1.27	.35	.35	Weekly	
"	BOS AF	1.71	1.29	.35	.35	T,Th	
"	IDL BO	1.70	1.27	.35	.35	Dly	
"	IDL K	1.70	1.27	.35	.35	W,Th	
"	UL K	1.70	1.30	.36	.36	W	
"	IDL P	1.70	1.27	.35	.35	Su	
Bahia, Brazil (See San Salvador)							
Bahrein, Arabia	IDL BO	1.80	1.35	.35	.35	Dly	
"	IDL P	1.80	1.34	.35	.35	.....	
"	BOS P	1.78	1.34	.35	.35	.....	
Balboa, Canal Zone	MIA P*	.39	.19	.20	.20	Su,T,Th,F	
"	MSY P*	.45	.28	.20	.20	Dly	
"	HOU P*	.48	.29	.20	.20	Dly	
"	BRO P*	.48	.29	.20	.20	Dly	
"	LAX P*	.61	.43	.30	.30	Dly	
Bangkok, Siam	LGA P	2.22	1.66	.35	.35	M,F	
"	PDX P	2.70	2.03	.35	.35	Su,W	
"	SEA P	2.70	2.03	.35	.35	Su,W	
"	LAX P	2.70	2.03	.35	.35	M,T,F	
"	BOS P	2.19	1.65	.35	.35	M,T,F	
"	SFO P	2.70	2.03	.35	.35	M,T,F	
"	IDL SS	2.22	1.66	.35	.35	Su,T,Th,F	
"	IDL AF	2.33	1.74	.35	.35	M,T	
"	BOS AF	2.30	1.73	.35	.35	T,Th	
"	LGA TR	2.24	2.00	.35	.35	.....	
"	IDL BO	2.22	1.66	.35	.35	Dly	
"	IDL K	2.22	1.66	.35	.35	Su,T,W,F	
"	UL K	2.24	1.69	.36	.36	Su,W	
"	LAX W*	2.80	1.80	.30	....	.....	
"	PDX W*	2.80	1.80	.30	....	.....	
"	SEA W*	2.80	1.80	.30	....	.....	
Bangui, Belg. Congo	IDL S	1.80	1.42	.35	.35	T,Th,Su	
Baracoa, Cuba	MIA P*	.18	.13	.08	.08	Dly	
Barbados, B.W.I.	IDL BO	.42	.30	.15	.15	M,W,Sa	
"	MIA BO	....	....	....	....	M,T,W,F,Sa	

Destination	Airport and Airline	RATES (See Note)						Depart
		M (Kg)	N (Kg)	45 (Kg)	100 (Kg)	300 (Kg)	500 (Kg)	
Barcelona, Spain	IDL AF	1.13	.85	.30				Twice Wkly
	BOS AF	1.16	.89	.30				Twice Wkly
	IDL SA	1.41	1.06	...				Su
	LGA P	1.13	.85	.30				F
	BOS P	1.19	.93	.30				F
	IDL SR	1.31	.91	.30				Su,Th
	IDL BO	1.13	.85	.30				Dly
Barcelona, Venezuela	MIA K	.49	.34	.15				W,F
	UL K	.55	.41	...				W,F
Barranco, Bermuda, Col.	MIA P*	.54	.39	.15				Dly
	LGA P*	.54	.37	.15				Su,Th
	MSY P*	.60	.45	.15				Dly except Su
	HOU P*	.60	.45	.15				Dly except Su
	BRO P*	.62	.48	.15				Dly except Su
	LAX P*	.77	.62	.15				Dly except Su
Barranquilla, Col.	MIA P*	.49	.19	.30				Dly
	LGA P*	.49	.19	.30				Dly
	MSY P*	.45	.28	.30				Dly
	HOU P*	.45	.28	.30				Dly
	BRO P*	.45	.28	.30				Dly
	LAX P*	.62	.42	.30				Dly
	MIA K	.41	.26	.15				Su,W,F
	UL K	.50	.33	.17				F
Basankusu, Belgian Congo	IDL S	1.89	1.42	.35				Dly except M
Basle, Switzerland	IDL SS	1.16	.87	.30				Dly
	IDL AF	1.13	.85	.30				Dly
	BOS AF	1.10	.83	.30				Twice Wkly
	IDL K	1.11	.84	.21				Su,W
	LGA P	1.13	.85	.30				.....
	BOS P	1.10	.83	.30				.....
	IDL SR	1.13	.85	.30				Su,Th
	IDL BO	1.13	.85	.30				Dly
Basrah, Iraq	IDL K	1.72	1.30	.35				F,L
	UL K	1.72	1.30	.35				Su
	IDL BO	1.72	1.30	.35				Dly
	IDL AF	1.72	1.30	.35				Su,T,Th,F,Sa
	BOS AF	1.70	1.28	.35				Su,Th
	LGA TW	1.72	1.30	.35				Su,W,F
	IDL SR	1.72	1.30	.35				Su,Th
	IDL P	1.72	1.30	.35				.....
	BOS P	1.70	1.27	.35				.....
Bayamo, Cuba	MIA P*	.1	.09	.05				Dly
Beirut, Lebanon	IDL AF	1.54	1.16	.35				Dly
	BOS AF	1.51	1.15	.35				T,Th
	LGA P	1.54	1.16	.35				M,F
	BOS P	1.51	1.14	.35				M
	IDL BO	1.54	1.16	.35				Dly
	UL BO							M,W,F,Sa
Belem, Brazil	LGA P*	.94	.66	.30				Dly except M
	MIA P*	.89	.61	.30				Dly except M
	MSY P*	1.39	.81	.35				Dly except M
	HOU P*	1.39	.66	.35				Dly except M
	BRO P*	1.39	.81	.35				Dly except M
	LAX P*	1.56	1.06	.35				Dly except M
	IDL AL	.84	.66	F				
Belfast, N. Ireland	IDL SS	.99	.75	.30				Dly
	IDL BO	.96	.74	.30				Dly
	MIA BO	1.13	.84	...				Dly
	IDL AF	1.11	.84	.30				Dly
	BOS AF	1.06	.82	.30				Three Wkly
Belgrade, Yugoslavia	IDL SS	1.39	1.05	.25				Su,T,Th,F
	IDL AF	1.33	1.04	.25				.....
	BOS AF	1.36	1.02	.25				.....
	IDL SR	1.33	1.04	.25				Su
	IDL BO	1.39	1.04	.25				Dly
Belize, Br. Hond.	MSY TA	.39	.30	...				Th
	MEX TA	.33	.24	...				Th
Belle Horizonte, Brazil	LGA P*	1.64	1.04	.35				Dly
	MIA P*	1.44	1.44	.35				.....
	MSY P*	1.56	1.56	.35				.....
	HOU P*	1.77	1.77	.35				.....
	BRO P*	1.69	1.69	.35				.....
	LAX P*	1.99	1.99	.35				.....
Berlin, Germany	IDL BO	1.18	.89	.30				Dly
	MIA BO	1.22	.91	...				Dly
	IDL AF	1.18	.89	.30				Dly
	BOS AF	1.15	.87	.30				T,Th
	IDL K	1.18	.89	.30				Sa,T,W,F
	UL K	1.17	.88	.21				Sa,W
	IDL P	1.15	.89	.30				Dly except Su
	BOS P	1.15	.87	.30				Dly except Su
Bermuda	LGA C	.15	.13	.10				Dly
	DCA C	.15	.10	.10				T,Th,F
	LGA P	.20	.10	.05				Dly
	BOS P	.20	.10	.05				Dly
	UL T	.33C	.33C	.08**W,F,Sa				
	YTO T	.33C	.33C	.08**W,F,Sa				
	MIA BO	.25	.19	...				Dly
Berne, Switzerland	IDL SS	1.13	.84	.30				Sa,Th
	BOS P	1.13	.85	.30				.....
	IDL P	1.16	.87	.30				.....
Bloemfontein, Orange Free State, So. Africa	IDL AF	1.11	.84	.30				Dly
	BOS AF	1.08	.82	.30				Su,T
	IDL K	.84	.74	.30				.....
	IDL BO	.80	.74	.30				Dly
Blantyre, Nyasaland	IDL BO	1.89	1.42	.35				Dly
Bloemfontein, So. Africa	IDL BO	1.97	1.42	.35				Dly
Bogota, Colombia	MIA P*	.44	.32	.20				Dly
	LGA P*	.44	.27	.20				Dly
	MSY P*	.50	.35	.20				Dly
	HOU P*	.50	.35	.20				Dly
	BRO P*	.52	.38	.20				Dly
	LAX P*	.67	.52	.20				Dly

Destination	Airport and Airline	RATES (See Note)						Depart
		M (Kg)	N (Kg)	45 (Kg)	100 (Kg)	300 (Kg)	500 (Kg)	
Bombay, India	IDL BO	2.05	1.54	.35				Dly
	LGA TW	2.05	1.54	.35				Su,W,F
	IDL K*	2.10	1.60	.35				T,W,Th,F,Su
	LGA P	2.05	1.54	.35				.....
	BOS P	2.02	1.51	.35				.....
	IDL AF	2.05	1.54	.35				.....
Bonaire, N.W.I.	MIA K	.30	.23	.15				Dly
Bonanza, Nicaragua	MSY TA	.55	.42	.10				M,W,F
	MEX TA	.44	.34	...				T,Th,Sa
Bordeaux, France	IDL BO	1.13	.84	.30				Dly
	IDL AF	1.13	.84	.30				Dly
	BOS AF	1.09	.83	.30				T,Th
	IDL F	1.12	.84	.30				.....
	BOS P	1.09	.83	.30				.....
Brazzaville, Fr. Eq. Af.	IDL AF	1.73	1.30	.35				Weekly
	BOS AF	1.70	1.28	.35				T,Th
	IDL K	1.73	1.30	.35				T,F
	UL K	1.98	1.49	.35				Sa,W
	IDL BO	1.73	1.30	.35				Dly
	UL BO	1.98	1.49	.35				M,T,W,F,Sa
	IDL SS	1.12	.85	.30				Dly
	IDL P	1.13	.85	.30				M,W,Sa
	BOS P	1.10	.83	.30				M,W,Sa
	IDL AF	1.13	.85	.30				.....
	BOS AF	1.10	.83	.30				.....
Bridgetown, Barbados	UL T	.33C	.33C	.16**Sa,F				
	TO T	.33C	.33C	.16**Sa,F				
	LGA T	.54	.33	...				
Brussels, Belgium	IDL S	1.06	.80	.30				Dly except M
	BOS P	1.08	.78	.30				Su
	IDL SW	.92	.73	.30				.....
	IDL BO	1.06	.80	.30				Dly
	MIA BO	1.10	.83	...				Dly
	UL BO	1.04	.78	.30				M,W,F,Sa
	IDL SS	1.06	.80	.30				Su,T,Th,F
	IDL AF	1.06	.80	.30				Dly
	BOS AF	1.03	.78	.30				T,Th
	IDL K*	1.04	.80	.30				Dly
	UL K	1.04	.78	.21				T,W,F
Bucaramanga, Colombia	MIA P*	.54	.39	.15				M,W,F
	LGA P*	.54	.37	.15				M,W,F
	MSY P*	.60	.35	.15				M,W,F
	HOU P*	.62	.38	.15				M,W,F
	BRO P*	.63	.38	.15				M,W,F
	LAX P*	.77	.52	.15				M,W,F
Bucharest, Rumania	IDL SS	1.47	1.11	.35				Su,T,Th,F
	IDL AF	1.51	1.14	.35				Dly
	BOS AF	1.48	1.12	.35				T,Th
Budapest, Hungary	IDL AF	1.37	1.03	.25				Dly
	BOS AF	1.34	1.01	.25				T,Th
	IDL SS	1.33	1.00	.25				Su,T,Th,F
	IDL SR	1.31	.98	.25				Su,Th
Buenos Aires, Argentina	LGA P*	1.54	.99	.25				M,T,Th,Sa
	MIA P*	1.47	.93	.25				Su,W,F
	MSY P*	1.55	.90	.25				Dly except M
	HOU P*	1.55	.93	.25				Dly except M
	BRO P*	1.54	.93	.25				Dly except M
	LAX P*	1.69	1.07	.25				Dly except M
	BRO B*	1.87	.94	.25				M,W,Sa
	CHI B*	1.89	.95	.25				M,W,Sa
	CRP B*	1.86	.93	.25				M,W,Sa
	DAL B*	1.89	.95	.25				M,W,Sa
	YIP B	1.89	.95	.25				M,W,Sa
	FTW B*	1.89	.95	.25				M,W,Sa
	HAV B*	1.42	.93	.25				M,W,Sa
	HOU B*	1.55	.93	.25				M,W,Sa
	IND B	1.86	.94	.25				M,W,Sa
	LRD B	1.87	.94	.25				M,W,Sa
	MSY B*	1.83	.90	.25				M,W,Sa
	SAT B*	1.86	.93	.25				M,W,Sa
	IDL AL	1.84	.92	...				F
	IDL BO	1.84	.92	...				M,W,Sa
Bulawayo, S. Rhodesia	IDL BO	1.89	1.42	.35				Dly
Cagliari, Italy	IDL LI	1.33	.98	.25				Dly
Cahuritas, Cuba	MIA P*	.14	.09	.05				Dly
Cairo, Egypt	IDL S	1.54	1.16	.35				Dly except M
	IDL SW	1.48	1.10	.35				.....
	IDL BO	1.54	1.16	.35				Dly
	IDL AF	1.54	1.16	.35				Twice Wkly
	BOS AF	1.51	1.14	.35				T,Th
	IDL LI	1.55	1.17	.35				M
	IDL K	1.54	1.16	.35				M,T,Th,F
	UL K	1.54	1.16	.35				W,Sa
	IDL SS	1.54	1.16	.35				Su,T,Th,F
	LGA TW	1.54	1.16	.35				Dly
	BOS TW	1.51	1.14	.35				W,F
	PHL TW	1.55	1.19	.35				Dly
	CHI TW	1.59	1.21	.35				Dly
	YIP TW	1.59	1.17	.35				Dly
	IDL SR	1.54	1.16	.35				Su thru Th
	LGA P	1.54	1.16	.35				.....
Calcutta, India	LGA P	2.16	1.63	.35				M,F
	BOS P	2.14	1.61	.35				Sa
	PDX P	2.94	2.21	.35				Su
	SEC P	2.94	2.21	.35				Sa
	SFO P	2.94	2.21	.35				M,T,F
	LAX P	2.94	2.21	.35				Su
	IDL SS	2.16	1.62	.35				Su,T,Th,F
	IDL K	2.16	1.62	.35				Dly ex. M,F
	UL K	2.19	1.64	.35				Su,T,W,F
	IDL BO	2.16	1.63	.35				Dly
	IDL AF	2.16	1.62	.35				Su,W
	BOS AF	2.14	1.61	.35				Twice Wkly
	LGA TR	2.30	1.79	.35				Twice Wkly
	LAX W*	2.27	2.25	.30				.....
	SFO PH	2.35	1.77	.15				W,Sa
	SNL PH	2.35	1.77	.15				W,Sa

Destination	Airport and Airline	RATES (See Note)						Depart
		M (Kg)	N (Kg)	45 (Kg)	100 (Kg)	300 (Kg)	500 (Kg)	
Calgary, Alb., Canada	LGA T	.32	.21	.10				Dly
Cali, Colombia	MIA P*	.44	.29	.20				Dly
	LGA P*	.44	.27	.20				Su,Th
	MSY P*	.50	.35	.20				Dly
	HOU P*	.50	.35	.20				Dly
	BRO P*	.52	.38	.20				Dly
	LAX P*	.67	.52	.20				Dly
Camaguey, Cuba	MIA P*	.12	.09	.025				Dly
Campeche, Mexico	MIA P*	.38	.14	.15				Dly
	MSY P*	.25	.12	.15				Dly
	HOU P*	.28	.12	.15				Dly
	BRO P*	.28	.12	.15				Dly
	LAX P*	.44	.30	.15				Dly
Canaan Sta., Mex.	MEX L	.10	.08	.05				Dly
Cannes, France	IDL AF	1.17	.88	.30				Dly
	BOS AF	1.14	.86	.30				Dly
Canton Island	LAX P	1.22	.86	.30				Su,W
	SFO P	1.22	.86	.30				Su,W
	PDX P	1.28	.86	.30				Su,W
	SEA P	1.23	.86	.30				Su,W
	VR BC	1.24	.86	.30				M,alt.Th,F
Capetown, U. S. Af.	IDL BO	2.18	1.64	.35				Dly
Caracas, Venezuela (*See La Guaira*)								
Cartagena, Colombia	MIA P*	.46	.32	.15				Dly
	LGA P*	.54	.32	.15				Dly
	MSY P*	.52	.30	.15				Dly except M
	HOU P*	.55	.33	.15				Dly except Su
	BRO P*	.55	.33	.15				Dly except Su
	LAX P*	.80	.47	.15				Dly except Su
Casablanca, Fr. Morocco	BOS AF	1.27	.96	.25				.....
	IDL AF	1.30	.96	.25				Dly
Catania, Italy	IDL LI	1.35	.96	.25				Dly
Cayenne, Fr. Guiana	LGA P*	.70	.42	.15				T,Th,Sa
	MIA P*	.62	.32	.15				Th,Sa
	MSY P*	.70	.42	.15				M,Th
	HOU P*	.73	.46	.15				Sa,T,Th
	BRO P*	.73	.46	.15				Sa,T,Th
	LAX P*	.87	.60	.30				Sa,T,Th
Cayo Mambi, Cuba	MIA P*	.18	.13	.05				Dly
Chetumal, Mexico	MIA P*	.33	.16	.15				Sa,T,Th,F
	MSY P*	.33	.16	.15				Su,T,Th
	HOU P*	.33	.33	.15				Dly
	BRO P*	.31	.31	.15				Dly
	LAX P*	.47	.36	.15				Dly
Chihuahua, Chih., Mex.	ELP L	.10	.08	.05				Dly
Christchurch, N. Z.	IDL BO	.....	.....	...				Dly
Christiansand, Norway	IDL K*	1.13	.85	.30				W,F,Sa
	UL K	1.11	.84	.21				Su,W
C. del Carmen, Mexico	MIA P*	.21	.13	.15				Sa,T,Th,F
	MSY P*	.27	.15	.15				Su,T,Th
	HOU P*	.28	.19	.15				Dly
	BRO P*	.28	.16	.15				Dly
	LAX P*	.41	.33	.15				Dly
Ciudad Juarez, Chih., Mex.	MEX L	.10	.14	...				Dly
Ciudad Trujillo, D.R.	LGA P*	.33	.21	.05				M,T,Th,Sa
	MIA P*	.15	.12	.05				Twice Dly
	MIA K	.15	.13	.15				Th
	IDL BO	.35	.21	.05				M,W,Sa
Ciudad Victoria, Mexico	DAL B	.20	.....	.10				Dly
	FTW B	.20	.....	.10				Dly
	SAT B	.20	.....	.10				Dly
	LRD B	.16	.....	.10				Dly
Cochabamba, Bolivia	MIA P*	1.13	.61	.15				Sa,T,W,Sa
	MSY P*	1.19	.68	.15				Sa,T,W,Sa
	HOU P*	1.22	.71	.15				M,T,F,Sa
	BRO P*	1.22	.71	.15				M,T,F,Sa
	LAX P*	1.35	.82	.15				Sa,T,F,Sa
Cologne, Germany	IDL S	1.10	.82	.30				.....
Colombia. Any Destination other than those named herein	MIA P	.65	.32	.15				Dly
	MSY P	.71	.39	.15				Dly
	HOU P	.74	.43	.15				Dly
	BRO P	.74	.43	.15				Dly
	LAX P	.89	.62	.15				Dly
Colombo, Ceylon	IDL BO	2.14	1.61	.35				Dly
	BOS P	2.12	1.59	.35				.....
	IDL P	2.14	1.61	.35				.....
Concepcion, Bolivia	MIA P*	1.16	.63	.20				Sa,T
	MSY P*	1.22	.70	.20				Sa,T
	HOU P*	1.25	.73	.25				M,Sa
	BRO P*	1.25	.73	.25				M,Sa
	LAX P*	1.39	.87	.25				Sa,T
Copenhagen, Denmark	IDL SS	1.13	.86	.30				Dly
	IDL S	1.12	.85	.30				Dly except M
	IDL AF	1.12	.85	.30				Dly
	BOS AF	1.10	.83	.30				Dly
	IDL K*	1.12	.85	.30				Sa,T,W,F,Su
	UL K	1.11	.84	.21				Su,W
	IDL BO	1.13	.85	.30				Dly
	MIA BO	1.24	.93	...				Dly
	BOS P	1.10	.83	.30				Su
	IDL P	1.13	.85	.30				T,Th
Coquilhatville, Belgian Congo	IDL S	1.89	1.42	.35				Su,T,Th

Destination	Airport and Airline	RATES (See Note) 45 kg or less	100 kg	250 kg	500 kg	1000 kg	Depart
Corinto, Argentina	MIA P*	1.36	.76	.15	F		
"	MSY P*	1.42	.82	.15	F		
"	HOU P*	1.42	.82	.15	Th		
"	BRO P*	1.42	.82	.15	Th		
"	LAX P*	1.56	1.50	.15	Th		
Costermansville, Belgian Congo	IDL S	1.89	1.42	.25	Dly except M		
Cotonou, Casal Rose	MIA P*	.41	.21	.15	Dly		
"	MSY P*	.47	.26	.15	Dly		
"	HOU P*	.50	.31	.15	Dly		
"	BRO P*	.50	.31	.15	Dly		
"	LAX P*	.62	.45	.15	Dly		
Cuenca, Colombia	MIA P*	.64	.29	.15	Su,W,F,Sa		
"	LGA P*	.64	.27	.15	Sa,Th		
"	MSY P*	.60	.35	.15	Dly except M		
"	HOU P*	.62	.35	.15	Dly except Sa		
"	BRO P*	.62	.35	.15	Dly except Sa		
"	LAX P*	.77	.52	.15	Dly except M		
Cuenca, Ecuador	MIA P*	.67	.36	.15	Su,M,T,Sa		
"	MSY P*	.72	.43	.15	Su,W		
"	HOU P*	.76	.46	.15	M,Th		
"	BRO P*	.76	.46	.15	Su,W		
"	LAX P*	.89	.60	.20	Su,M,T,W,F		
Curacao, N.W.I.	LGA P*	.49	.31	.20	M,T,Th,Sa		
"	MIA P*	.39	.22	.20	Su,T,W,F		
"	MIA K	.39	.22	.15	Dly		
"	UL K	.80	.60	.17	M,F		
Curityba, Brazil	LGA P*	1.63	1.63	.25	Dly		
"	MIA P*	1.46	1.46	.25	Dly		
"	MSY P*	1.60	1.60	.25	Su,W,F		
"	HOU P*	1.62	1.62	.25	T,Th,Sa		
"	BRO P*	1.76	1.76	.25	T,Th,Sa		
"	LAX P*	2.00	2.00	.25	Dly except M		
Dakar, Senegal, F. W. Africa	LGA P	1.39	.97	.25	M,Th		
"	BOS P	1.39	.95	.25	Sa		
"	IDL AF	1.33	1.14	.25	Thies Wkly		
"	BOS AF	1.49	1.13	.25	.....		
Damascus, Syria	LGA P	1.54	1.16	.25	Su,T,Th,F		
"	BOS P	1.51	1.14	.25	Sa		
"	IDL SW	1.43	1.10	.20	.....		
"	IDL AF	1.35	1.17	.25	.....		
"	BOS AF	1.35	1.17	.25	.....		
"	IDL BO	1.54	1.16	.25	Dly		
"	IDL SE	1.54	1.16	.25	Su,T,Th,F		
"	IDL K	1.54	1.16	.25	Su,W		
"	UL K	1.54	1.16	.25	Su,W		
Dar-es-Salaam, Tanganyika	IDL BO	1.89	1.42	.25	Dly		
"	IDL AF	1.89	1.42	.25	Su,T,F		
"	BOS AF	1.89	1.40	.25	.....		
Darwin, Australia	IDL BO	2.73	2.04	.25	Dly		
David, Panama	MIA P*	.45	.22	.20	Dly		
"	MSY P*	.45	.23	.20	Dly		
"	HOU P*	.45	.23	.20	Dly		
"	BRO P*	.45	.23	.20	Dly		
"	LAX P*	.77	.53	.20	Dly		
Delhi, India	IDL BO	2.68	1.84	.25	Dly		
"	LGA P	2.68	1.84	.25	Su,T,Th		
"	BOS P	2.62	1.81	.25	Sa		
"	LAX P	2.60	2.32	.25	Su		
"	SFO P	2.60	2.32	.25	M,T,F		
"	PDX P	2.62	2.32	.25	Su,W		
"	SEC P	2.62	2.32	.25	Su,W		
"	IDL K*	2.68	1.84	.25	Su,W,Th,F		
"	UL K	2.67	1.86	.25	Su		
Dhahran, Saudi Arabia	LGA TW	1.80	1.35	.25	Su,W,F		
"	IDL P	1.80	1.35	.20	.....		
"	BOS P	1.77	1.33	.20	.....		
"	IDL K	1.80	1.35	.20	W		
"	UL K	1.81	1.36	.20	W		
Dipolo, Fr. W. Africa	IDL AF	1.73	1.30	.25	Weekly		
"	BOS AF	1.76	1.32	.25	.....		
Dublin, Eire	IDL BO	.94	.71	.30	Th		
"	MIA BO	1.13	.84	...	Dly		
"	UL K	1.04	.78	.21	Su		
"	IDL K*	1.04	.80	.22	Su,Th		
"	IDL P	1.03	.80	.30	.....		
"	BOS P	1.03	.77	.30	.....		
Duncan, Dpn., Mex.	ELP L	.12	.11	.08	.....		
Durban, So. Afr.	IDL BO	2.01	1.51	.25	Dly		
Dusseldorf, Ger.	IDL SE	1.13	.85	.30	Dly		
"	IDL S	1.10	.82	.30	Dly except M		
"	IDL BO	1.10	.83	.30	Su,M,T,Th,F		
"	MIA BO	1.14	.86	...	Dly		
"	IDL K**	1.10	.82	.30	Th,F		
"	UL K	1.08	.81	.21	W		
"	IDL AF	1.10	.82	.30	.....		
"	BOS AF	1.07	.81	.30	.....		
"	BOS P	1.07	.81	.30	Sa		
"	IDL P	1.10	.83	.30	Sa		
East London, U. of S. Africa	IDL BO	2.10	1.58	.25	Dly		
Edinburgh, Scotland	MIA BO	1.11	.84	...	Dly		
Edmonton, Alberta, Canada	LGA T	.22	.21	.10	Dly		
"	MSY P*	.72	.43	.15	T		
"	HOU P*	.76	.46	.15	M		
"	BRO P*	.76	.46	.15	M		
"	LAX P*	.89	.60	.20	M		
Elisabethville, Belgian Congo	IDL S	1.89	1.42	.25	Dly except M		
"	IDL P	1.89	1.42	.25	.....		
Entebbe, Uganda	IDL BO	1.89	1.42	.25	Dly		
Esmeraldas, Ecuador	MIA P*	.67	.36	.10	T		
"	MSY P*	.72	.43	.15	T		
"	HOU P*	.76	.46	.15	M		
"	BRO P*	.76	.46	.15	M		
"	LAX P*	.89	.60	.20	M		

Destination	Airport and Airline	RATES (See Note) 45 kg or less	100 kg	250 kg	500 kg	1000 kg	Depart
Fairbanks, Alaska	SEA P	.60	.15	.15	Dly		
Florianopolis, Brazil	LGA P*	1.70	1.70	.25	Dly		
"	MIA P*	1.46	1.46	.25	Dly		
"	MSY P*	1.64	1.64	.25	Dly except Sa		
"	HOU P*	1.67	1.67	.25	Dly except Sa		
"	BRO P*	1.70	1.70	.25	Dly except Sa		
"	LAX P*	2.08	2.08	.25	Dly except M		
Fort de France, Martinique	LGA P	.20	.22	.15	.....		
Fort William, Ontario, Can.	LGA T	.15	.143	.10	Dly		
Fortaleza (Ceara), Brazil	LGA P*	1.39	1.39	.25	T,W,Th,F		
"	MIA P*	1.23	1.23	.25	M,T,Th,F,Sa		
"	MSY P*	1.44	1.44	.25	W,F		
"	HOU P*	1.89	1.89	.25	T,Th		
"	BRO P*	1.51	1.51	.25	T,Th		
"	LAX P*	1.72	1.72	.25	T,Th,Sa		
Frankfort-on-Main, Germany	BOS P	1.10	.82	.30	Su,M		
"	IDL P	1.13	.85	.30	Tue,Wkly		
"	IDL K*	1.13	.85	.30	T,W,F,Su		
"	UL K	1.11	.84	.31	Su		
"	IDL SW	.97	.78	.30	.....		
"	IDL BO	1.13	.85	.30	Dly		
"	MIA BO	1.17	.88	...	Dly		
"	IDL SE	1.13	.85	.25	Dly		
"	IDL S	1.13	.85	.30	Dly except M		
"	LGA TW	1.13	.85	.20	M,W,Th,Sa		
"	BOS TW	1.10	.82	.30	Th		
"	PHL TW	1.14	.86	.30	W		
"	IDL SR	1.13	.85	.30	Su,Th		
"	IDL AF	1.13	.85	.30	.....		
"	BOS AF	1.10	.82	.30	.....		
Freetown, Sierra Leone	IDL AF	1.55	1.26	.25	.....		
"	BOS AF	1.55	1.24	.25	.....		
Fresnillo, Zac., Mex.	MEX L	.06	.05	...	Dly		
Gander, N.F.	LGA P	.19	.18	.15	Four Wkly		
"	BOS P	.13	.13	.15	Four Wkly		
"	BOS TW	.13	.13	.05	F		
"	LGA TW	.19	.13	.05	Su,Th,F,Sa		
"	LGA T	.15	1.42	.10	Dly		
"	BOS T	.15	1.42	.10	Dly		
"	IDL SR	.13	.09	...	Su,Th		
Geneva, Switzerland	IDL S	1.13	.85	.30	Dly except M		
"	IDL SW	.99	.79	.30	.....		
"	IDL BO	1.13	.85	.30	Dly		
"	MIA BO	1.17	.88	.30	Dly		
"	IDL SE	1.13	.85	.30	Dly		
"	IDL AF	1.13	.85	.30	Dly		
"	BOS AF	1.09	.82	.30	Dly		
"	IDL K*	1.13	.85	.30	T,W,F		
"	UL K	1.11	.84	.31	W		
"	LGA TW	1.13	.85	.30	Dly ex. T		
"	PHL TW	1.14	.85	.30	Dly ex. T		
"	BOS TW	1.10	.82	.30	Dly ex. T		
"	YIP TW	1.14	.86	.30	Dly ex. T		
"	CHI TW	1.17	.88	.30	Dly ex. T		
"	IDL SR	1.13	.85	.30	Su,Th		
"	BOS P	1.13	.85	.30	.....		
"	IDL P	1.13	.85	.30	.....		
Georgetown, British Guiana	LGA P*	.56	.35	.15	T,Th,Sa		
"	MIA P*	.49	.29	.15	Th,Sa		
"	MSY P*	.56	.36	.15	Th,Sa		
"	HOU P*	.59	.39	.15	W,F		
"	BRO P*	.59	.39	.15	Sa,T,Th		
"	LAX P*	.73	.53	.15	Sa,T,Th		
"	MIA K	.49	.29	.15	Sa		
Gibraltar, Gibraltar	IDL BO	1.13	.89	.25	Dly		
Glasgow, Scotland	IDL BO	.94	.71	.30	Sa,T,Sa		
"	MIA BO	1.04	.78	...	Dly		
"	IDL SE	.94	.71	.30	Dly		
"	IDL AF	1.11	.84	.30	.....		
"	BOS AF	1.08	.82	.30	.....		
"	IDL K*	.94	.71	.30	T,W,F,Sa		
"	UL T	.91c	.68c	.31	**Sa,Th,Sa		
"	IDL P	.94	.71	.30	M,F		
"	BOS P	.91	.68	.30	M		
Gothenburg, Sweden	IDL SE	1.13	.85	.30	Dly		
"	IDL AF	1.13	.85	.30	.....		
"	BOS AF	1.10	.83	.30	.....		
Guadalajara, Mex.	HOU P*	.22	.17	.15	Dly		
"	BRO P*	.21	.13	.15	Dly		
"	LAX P*	.30	.25	.15	Dly		
Guam	LAX P	2.00	1.51	.25	Su,W		
"	SFO P	2.00	1.51	.25	T,F		
"	PDX P	2.00	1.51	.25	Su,W		
"	SEC P	2.00	1.51	.25	Su,W		
Guantanamo, Cuba	MIA P*	.19	.12	.08	Tues Dly		
Guatemala City, Guatemala	MIA P*	.30	.19	.15	Dly		
"	MSY P*	.34	.19	.15	Dly		
"	HOU P*	.23	.23	.15	Tues Dly		
"	BRO P*	.21	.19	.15	Dly		
"	LAX P*	.47	.34	.15	Dly		
"	MSY TA	.34	.19	...	.....		
"	MEX TA	.17	.13	...	M,T,W,Th,F		
Guayaquil, Ecuador	MIA P*	.65	.35	.15	Su,T,W,F,Sa		
"	MSY P*	.71	.42	.15	Su,T,W,F,Sa		
"	HOU P*	.74	.45	.15	M,T,Th,F,Sa		
"	BRO P*	.74	.45	.15	M,T,Th,F,Sa		
"	CRP P*	.74	.45	.15	Su,T,W,F,Sa		
"	LAX P*	.87	.60	.20	Dly		
"	BRO B.	.73	.45	.15	Su,M,W,Sa		
"	CHI B*	.77	.47	.20	Su,M,W,Sa		

Destination	Airport and Airline	RATES (See Note) 45 kg or less	100 kg	250 kg	500 kg	1000 kg	Depart
Guayaquil, Cont'd	CRP B*	.74	.45	.15	Su,M,W,Sa		
"	DAL B*	.77	.47	.20	Su,M,W,Sa		
"	YIP B	.77	.47	.20	Su,M,W,Sa		
"	FTW B*	.77	.47	.20	Su,M,W,Sa		
"	HOU B*	.74	.45	.15	Su,M,W,Sa		
"	IND B	.78	.48	.15	Su,M,W,Sa		
"	LRD B	.78	.48	.15	Su,M,W,Sa		
"	MSY B*	.71	.43	.15	Su,M,W,Sa		
"	SAT B*	.71	.43	.15	Su,M,W,Sa		
"	HAV B*	.60	.34	.15	Su,M,W,Sa		
Haifa, Israel	IDL S*	1.54	1.16	.25	Dly except M		
"	IDL BO	1.55	.17	.25	Dly		
Halifax, N. S.	BOS T	.06	.0725	.10	Dly		
Hamburg, Germany	IDL S	1.13	.85	.30	Dly except M		
"	IDL BO	1.13	.85	.30	Dly		
"	MIA BO	1.18	.89	...	Dly		
"	IDL SE	1.13	.85	.30	Dly		
"	IDL K*	1.13	.85	.30	Su,T,W,F		
"	UL K	1.11	.84	.31	W		
"	BOS P	1.10	.83	.30	Su		
"	IDL P	1.13	.85	.30	Dly		
"	IDL AF	1.13	.85	.30	.....		
"	BOS AF	1.10	.83	.30	.....		
Hamilton, Bermuda	LGA P	.25	.19	.15	Dly		
"	BOS P	.25	.19	.15	Su		
"	UL T	.20C	.20C	.06	**Su,T,F,Sa		
"	YTO T	.20C	.20C	.06	**Su,T,F,Sa		
"	LGA C	.20	.10	.11	Dly		
Hargeisa, Br. Somaliland	IDL BO	1.57	1.41	.25	Dly		
Havana, Cuba	MIA P*	.08	.05	.05	Dly		
"	LGA P	.13	.14	.05	.....		
"	CHI CS	.13	.13	.15	Dly		
"	YIP CS	.13	.13	.15	Dly		
"	HOU CS	.13	.13	.15	Dly		
"	MSY CS	.14	.11	.15	Dly		
"	STL CS	.15	.17	.15	Dly		
"	IND CS	.19	.17	.15	Dly		
"	MIL CS	.13	.13	.15	Dly		
"	BLD CS	.13	.13	.15	Dly		
"	SYV CS	.13	.13	.15	Dly		
"	FWA CS	.20	.13	.15	Dly		
"	GRW CS	.17	.15	.15	Dly		
"	HOT CS	.23	.20	.15	Dly		
"	JAN CS	.17	.15	.15	Dly		
"	KIN CS	.17	.15	.15	Dly		
"	LIT CS	.20	.15	.15	Dly		
"	MEM CS	.17	.15	.15	Dly		
"	PUK CS	.13	.13	.15	Dly		
"	SEV CS	.19	.17	.15	Dly		
"	HUV CS	.20	.13	.15	Dly		
"	TOL CS	.20	.13	.15	Dly		
"	MKG CS	.21	.13	.15	Dly		
"	SFO CS	.20	.13	.15	Dly		
"	MIA K	.06	.05	.15	M,Th,Sa		
"	IDL LV	.19	.17	.10	Su,W,F		
"	MIA MA*	.06	.04	.15	Dly		
"	LGA MAtor*	.13	.09	.15	Dly		
"	MSY MA*	.11	.08	.10	Dly		
"	MIA MA*	.08	.05	.10	Dly		
"	TPA MA*	.09	.07	.10	Dly		
"	DCA MA*	.14	.13	.10	Dly		
"	IDL MA*	.16	.14	.10	Dly		
"	BAL MA*	.17	.13	.10	Dly		
"	CHS MA*	.13	.09	.10	Dly		
"	JAX MA*	.11	.08	.10	Dly		
"	MOB MA*	.13	.09	.10	Dly		
"	ORF MA*	.14	.13	.10	Dly		
"	SAV MA*	.12	.09	.10	Dly		
"	SWR MA*	.16	.14	.10	Dly		
"	PEL MA*	.11	.08	.10	Dly		
"	BRO B	.21	.15	.05	Su,M,W,F,Sa		
"	CHI B*	.20	.13	.05	Su,M,W,F,Sa		
"	CRP B*	.20	.17	.05	Su,M,W,F,Sa		
"	DAL B*	.19	.16	.05	Su,M,W,F,Sa		
"	FTW B*	.19	.16	.05	Su,M,W,F,Sa		
"	HOU B*	.18	.16	.05	Su,M,W,F,Sa		
"	LRD B	.22	.15	.05	Su,M,W,F,Sa		
"	SAT B*	.20	.17	.05	Su,M,W,F,Sa		
"	MIA BO	.13	.11	...	Dly		
"	IDL AL	.18	.14	...	F		
"	IDL BO	.18	.14	.05	M,W,Sa		
Helsinki, Finland	IDL SE	1.24	.93	.25	Dly		
"	BOS P	1.21	.91	.30	Su		
"	IDL P	1.24	.93	.30	T,Th		
"	IDL AF	1.24	.93	.30	.....		
"	BOS AF	1.21	.91	.30	.....		
"	IDL K	1.24	.91	.35	Dly		
"	UL K	1.23	.92	.31	Su,W		
Hermosillo, Mexico	LAX P*	.18	.09	.15	Dly		
Holguin, Cuba	MIA P*	.15	.09	.05	Dly		
Hong Kong, Br. Cm. Cal.	LGA P	2.36	1.77	.25	M,W,Sa		
"	BOS P	2.36	1.77	.25	Su		
"	PDX P	2.36	1.77	.25	Su,W		
"	SEA P	2.36	1.77	.25	Su,W		
"	LAX P	2.36	1.77	.25	Su		
"	SFO P	2.36	1.77	.25	F,Su		
"	SFO PH	2.36	1.77	.50	W,Sa		
"	OAK PH	2.36	1.77	.50	W,Sa		
"	HNL PH	2.36	1.77	.15	T,F		
"	LGA PH	2.36	1.77	.15	T,F		
"	BOS PH	2.36	1.77	.15	T,F		
"	DEN PH	2.36	1.77	.15	T,F		
"	SLC PH	2.36	1.77	.15	T,F		
"	MKE PH	2.36	1.77	.15	T,F		
"	DCA PH	2.36	1.77	.15	T,F		
"	IDL BO	2.39	1.79	.25	Dly		
"	IDL AF	2.39	1.79	.25	.....		
"	BOS AF	2.36	1.77	.25	.....		
"	IDL SE	2.39	1.79	.25	Su,T,Th,F		
"	OAK TR	2.36	1.77	.25	.....		

Destination	Airport and Airline	RATES (See Note)					Depart
Honolulu, T. H.....	LAX	P	.71	.67	.15		Su,M,T,W,F
"	SFO	P	.71	.67	.15		Two Dly
"	PDX	P	.71	.67	.15		Su,W
"	SEA	P	.71	.67	.15		Su,W,Th,S
"	SFO	U	.71	.67	.10		Dly
"	LAX	U	.71	.67	.10		Dly
"	CHI	NW	.69	.71	.15		Three Wkly
"	CLE	NW	.69	.72	.15		Three Wkly
"	YIP	NW	.69	.72	.15		Three Wkly
"	MKE	NW	.68	.71	.15		Three Wkly
"	MPS	NW	.64	.66	.15		Three Wkly
"	MSP	NW	.64	.66	.15		Three Wkly
"	PIT	NW	.71	.74	.15		Three Wkly
"	SEA	NW	.71	.67	.15		Three Wkly
"	GRO	NW	.74	.69	.15		Three Wkly
"	DCA	NW	.68	.76	.15		Three Wkly
"	CHI	A*°	.68	.71	.20		Dly
"	CLE	A*°	.69	.72	.20		Dly
"	YIP	A*°	.69	.73	.20		Dly
"	IDL	A*°	.64	.70	.20		Dly
"	VR	BC	.74	.66	.15		M, Alt. Th&F
Iguassu Falls, Brazil	LGA	P*	1.75	1.75	.25		M
"	MIA	P	1.51	1.51	.25		M
"	MSY	P	1.09	1.09	.25		Sa
"	HOU	P	1.02	1.02	.25		Sa
"	BRO	P	1.04	1.04	.25		Sa
"	LAX	P	2.14	2.14	.25		Su,W
Innsbruck, Austria..	IDL	K	1.31	.91	.20		.....
"	UL	K	1.30	.90	.21		.....
Inverness, Scotland.	MIA	BO	1.15	.87	....		Su,T,Sa
Ipiales, Colombia....	MIA	P*	.65	.52	.15		Dly
"	LGA	P*	.75	.61	.15		Su,Th
"	MSY	P*	.71	.59	.15		Dly
"	HOU	P*	.74	.62	.15		Dly
"	BRO	P*	.74	.62	.15		Dly
"	LAX	P*	.87	.84	.30		Dly
Iruno, Belgian Congo.....	IDL	S	1.89	1.42	.20		Dly except M
Istanbul, Turkey....	IDL	K	1.54	1.16	.25		Th
"	IDL	EL	1.54	1.16	.25		W,Sa
"	UL	K	1.54	1.16	.26		W
"	BOS	P	1.51	1.13	.25		Sa
"	IDL	P	1.54	1.16	.25		M,W,Sa
"	IDL	LI	1.53	1.15	.25		.....
"	BOS	AF	1.51	1.11	.25		.....
"	IDL	AF	1.54	1.16	.25		.....
"	IDL	SS	1.54	1.16	.25		Su,T,Th,F
"	IDL	BO	1.54	1.16	.25		Dly
"	MIA	BO	1.51	1.14	....		Dly
"	IDL	SR	1.53	1.15	.25		Su,Th
Iztapa, Mexico....	MIA	P*	.51	.42	.15		Dly
"	MSY	P*	.49	.40	.15		Dly
"	HOU	P*	.54	.18	.15		Dly
"	BRO	P*	.22	.13	.15		Dly
"	LAX	P*	.38	.29	.15		Dly
Jakarta, Java.....	IDL	BO	2.41	1.81	.25		Dly
"	IDL	K	2.41	1.81	.25		Dly except Sa
"	UL	K	2.44	1.84	.26		Su,W
Jeddah, Saudi Arabia....	IDL	BO	1.71	1.28	.25		Dly
Jerusalem, Israel (*See Lydda, Israel*)							
Jibuti, Fr. Somaliland.....	IDL	BO	1.81	1.36	.25		Dly
"	IDL	AF	1.81	1.36	.25		.....
"	IDL	AF	1.79	1.34	.26		.....
Joao Pessoa (Cabedello).....	LGA	P	1.47	.....	.25		Su,Th,Sa
"	MIA	P	1.25	.....	.25		Su,Th,Sa
"	MSY	P	1.49	.....	.25		Su,Th,Sa
"	HOU	P	1.53	.....	.25		W,F,Sa
"	BRO	P	1.55	.....	.25		W,F,Sa
"	NLD	P	1.53	.....	.25		W,F,Sa
"	LAX	P	1.92	.....	.25		W,F,Sa
Johannesburg, U. of So. Africa..	IDL	K	1.89	1.42	.25		T,F
"	IDL	EL	1.54	1.16	.25		W,Sa
"	UL	K	1.91	1.43	.26		Su,W
"	LGA	P	1.89	1.42	.25		M,Th
"	BOS	P	1.89	1.40	.25		M,Th
"	IDL	BO	1.89	1.42	.25		Dly
"	IDL	S	1.89	1.42	.25		Dly except M
Jos, Nigeria.....	IDL	BO	1.54	1.16	.25		Dly
Juba, Anglo-Egyptian Sudan...	IDL	S*	1.89	1.42	.25		Su,T,Th
Juneau, Alaska.....	SEA	P	.30	.13	.15		Dly
Kabalo, Belgian Congo.....	IDL	S*	1.89	1.42	.25		Dly except M
Kaduna, Nigeria....	IDL	BO	1.54	1.16	.25		Dly
Kamaran Isl., Rivco.....	IDL	BO	1.51	1.36	.25		Su,M,T,Th,F
Kampala, Uganda..	IDL	BO	1.89	1.42	.25		Su,M,T,Th,F
Kano, Nigeria, B.W.A.....	IDL	BO	1.54	1.16	.25		Dly
"	IDL	AF	1.54	1.16	.26		Three Wkly
"	BOS	AF	1.51	1.14	.26		Three Wkly
"	IDL	K	1.54	1.16	.26		T,F
"	UL	K	1.54	1.16	.26		Su,W
Karachi, Pakistan..	LGA	P	1.89	1.47	.25		M,W,Sa
"	BOS	P	1.82	1.46	.25		Sa
"	LAX	P	2.15	1.65	.25		Sa
"	SFO	P	2.20	1.65	.25		M,W,Sa
"	IDL	SS	1.94	1.47	.25		Su,T,Th,F
"	IDL	K	1.89	1.49	.25		Dly except Sa
"	UL	K	1.90	1.49	.26		Su,W
"	IDL	BO	1.89	1.47	.25		Dly
"	IDL	AF	1.89	1.47	.25		.....
"	BOS	AF	1.89	1.45	.25		.....
Ketchikan, Alaska..	SEA	P	.32	.09	.15		Dly
Khartoum, Anglo-Egypt. Sudan....	IDL	BO	1.78	1.34	.25		Dly
"	IDL	AF	1.78	1.34	.25		Three Wkly
"	BOS	AF	1.75	1.32	.26		.....
Kimberley, So. Afr.	IDL	BO	2.60	1.95	.25		Dly
Kindu, Belg. Congo.	IDL	S	1.89	1.42	.25		Su,T,Th
Kingston, Jamaica	MIA	P*	.30	.10	.06		Two Dly
"	MIA	K	.15	.10	.15		Su,M,T,Th,Sa
"	BOU	CS	.30	.30	.15		Dly
"	CHI	CS	.32	.32	.15		Dly
"	YIP	CS	.32	.32	.15		Dly
"	HLD	CS	.31	.31	.15		Dly
"	SVV	CS	.29	.29	.15		Dly
"	FWA	CS	.32	.32	.15		Dly
"	GRW	CS	.29	.29	.15		Dly
"	HOT	CS	.32	.32	.15		Dly
"	HAV	CS	.17	.16	.15		Dly
"	HOU	CS	.30	.30	.15		Dly
"	IND	CS	.31	.31	.15		Dly
"	JAN	CS	.29	.16	.15		Dly
"	LIT	CS	.31	.31	.15		Dly
"	MKM	CS	.29	.16	.15		Dly
"	MSY	CS	.27	.16	.15		Dly
"	PUK	CS	.30	.30	.15		Dly
"	STL	CS	.31	.31	.15		Dly
"	SHV	CS	.31	.31	.15		Dly
"	HUP	CS	.32	.32	.15		Dly
"	TOL	CS	.32	.32	.15		Dly
"	MKC	CS	.32	.32	.15		Dly
"	SGF	CS	.32	.32	.15		Dly
"	HAV	CS	.40	.32	.15		Dly
"	KIN	CS	.34	.17	.15		Dly
"	IDL	BO	.....	.....	...		M,W,Sa
"	MIA	BO	.....	.....	...		M,T,W,F,Sa
La Paz, Bolivia.....	MIA	P*	1.07	.88	.20		Dly except F
"	MSY	P*	1.13	.65	.20		Dly except Sa
"	HOU	P*	1.16	.68	.20		Dly except F
"	BRO	P*	1.16	.68	.20		Dly except F
"	LAX	P*	1.20	.82	.20		Dly except Sa
"	CHI	P*	1.19	.70	.20		W,Sa
"	DAL	B*	1.19	.70	.20		W,Sa
"	HOU	B*	1.18	.68	.20		W,Sa
"	BRO	B	1.17	.69	.20		W,Sa
"	CRP	B*	1.18	.68	.20		W,Sa
"	YIP	B	1.19	.70	.20		W,Sa
"	FTW	B*	1.19	.70	.20		W,Sa
"	HAV	B*	1.02	.67	.20		W,Sa
"	IND	B	1.18	.69	.20		W,Sa
"	LRD	B	1.17	.69	.20		W,Sa
"	MSY	B*	1.13	.65	.20		W,Sa
"	SAT	B*	1.17	.68	.20		W,Sa
"	YIP	U*	1.19	.70	.20		Su,F
Leopoldville, Belgian Congo	LGA	P	1.78	1.30	.25		M,Th
"	BOS	P	1.70	1.28	.25		M,Th
"	IDL	S	1.79	1.30	.25		Dly except M
Lethbridge, Alb., Canada....	LGA	T	.32	.31	.10		Dly
"	CTB	W	.94	.....	.10		Dly
Libenge, Belgian Congo.....	IDL	S	1.89	1.42	.25		Su,T,Th
Lima, Peru.....	MIA	P*	.87	.68	.20		Dly
"	MSY	P*	.83	.63	.20		Dly
"	HOU	P*	.86	.66	.20		Dly
"	BRO	P*	.86	.66	.20		Dly
"	LAX	P*	1.09	.70	.20		Dly
"	HOU	B*	.86	.66	.20		Su,M,W,F,Sa
Lima, Peru, Cont'd	IND	B	.98	.67	.20		Su,M,W,F,Sa
"	LRD	B	.97	.67	.20		Su,M,W,F,Sa
"	MSY	B*	.93	.63	.20		Su,M,W,F,Sa
"	SAT	B*	.96	.66	.20		Su,M,W,F,Sa
"	BRO	B	.97	.67	.20		Su,M,W,F,Sa
"	CHI	B*	.99	.68	.20		Su,M,W,F,Sa
"	CRP	B*	.99	.68	.20		Su,M,W,F,Sa
"	DAL	B*	.99	.68	.20		Su,M,W,F,Sa
"	FTW	B*	.99	.68	.20		Su,M,W,F,Sa
"	HAV	B*	.82	.46	.20		Su,M,W,F,Sa
"	MIA	BO	.74	.56	.20		Dly
"	IDL	BO	.87	.65	.20		W,Sa
Limala, Belgian Congo.....	IDL	S	1.89	1.42	.25		Dly except M
Lisbon, Portugal...	LGA	P	1.02	.77	.20		M,Th,F
"	BOS	P	.99	.74	.20		M,Th,F
"	IDL	S	1.11	.83	.20		T,Th,Su
"	IDL	BO	1.02	.77	.20		Dly
"	MIA	BO	1.04	.73	....		Dly
"	UL	BO	....	....	....		M,T,W,F,Sa
"	IDL	AF	1.13	.84	.20		Twice Wkly
"	BOS	AF	1.09	.82	.20		.....
"	LGA	TW	1.02	.77	.20		M,W,F
"	BOS	TW	.99	.74	.20		W,F
"	YIP	TW	1.02	.78	.20		M,W,F
"	CHI	TW	1.04	.81	.20		M,W,F
"	IDL	K*	1.21	.91	.20		W,Sa
"	UL	K	1.19	.90	.21		W
Liverpool, England.	IDL	K	.97	.75	.20		T
"	IDL	BO	.97	.73	.20		Dly
"	MIA	BO	.99	.82	....		Dly
Livingstone, S. Rhodesia.....	IDL	BO	....	....	....		Dly
Leanda, Belgian Congo.....	IDL	S	1.98	.143	.25		Dly except M
London, England..	LGA	P	1.00	.75	.20		Dly
"	IDL	EL	1.00	.75	.20		W,Sa
"	BOS	P	.97	.73	.20		Su
"	LGA	TW	1.00	.75	.20		Dly except Su
"	BOS	TW	.97	.73	.20		M,Th
"	CHI	TW	1.06	.80	.20		Dly except Su
"	YIP	TW	1.02	.77	.20		Dly except Su
"	FRL	TW	1.01	.76	.25		W
"	IDL	S	1.98	.80	.20		Dly except M
"	IDL	SW	.87	.76	.20		.....
"	IDL	BO	1.00	.75	.20		Dly
"	MIA	BO	.98	.82	....		Dly
"	IDL	SS	1.00	.75	.20		Dly
"	IDL	AF	1.06	.80	.20		Dly
"	BOS	AF	1.03	.78	.20		Dly
"	IDL	K*	1.06	.80	.20		Dly
"	UL	K	1.04	.78	.21		Su,W
"	UL	T	.98C	.74C	.21		Su,T,W,Th,Sa
London, Ont., Canada....	LGA	T	.06	.0555	.10		Dly
Lulea, Sweden.....	IDL	SS	1.94	.99	.20		Dly
Lulumburg, Belgian Congo.....	IDL	S	1.89	1.42	.25		Su,T,Th
Lusaka, Northern Rhodesia.....	IDL	BO	1.89	1.42	.25		Dly
Lydda, Israel....	IDL	SS	1.54	1.16	.25		Su,T,Th,F
"	IDL	EL	1.54	1.16	.25		W,Sa
"	IDL	EL	1.53	1.17	....		.....
"	CHI	TW	1.89	1.17	.25		M,Sa
"	YIP	TW	1.86	1.17	.25		M,Sa
"	BOS	TW	1.84	1.14	.25		M
"	PHL	TW	1.85	1.17	.25		M,Sa
"	IDL	LI	1.55	1.17	.25		Su,W
"	LGA	TW	1.84	1.16	.25		M,Sa
"	IDL	AF	1.54	1.16	.25		.....
"	BOS	AF	1.51	1.14	.25		.....
"	IDL	K	1.54	1.16	.25		Su,T
"	UL	K	1.54	1.16	.26		Su
"	IDL	S*	1.54	1.16	.25		Dly except M
"	IDL	BO	1.54	1.16	.25		Dly
"	IDL	SR	1.85	1.17	.25		Su,W,F
Lyon, France.....	IDL	AF	1.10	.82	.20		Dly
"	BOS	AF	1.07	.81	.20		.....
Maceio, Brazil.....	LGA	P*	1.52	1.52	.25		W,Sa
"	MIA	P*	1.28	1.28	.25		M,Th,Sa
"	MSY	P*	1.51	1.51	.25		F
"	HOU	P*	1.54	1.54	.25		Th
"	BRO	P*	1.56	1.56	.25		Th
"	LAX	P*	1.95	.....	.25		Sa
Madras, India.....	IDL	BO	2.16	1.62	.25		Dly
Madrid, Spain.....	IDL	BO	1.11	.83	.20		Dly
"	IDL	AF	1.11	.83	.20		.....
"	BOS	AF	1.08	.81	.20		.....
"	LGA	TW	1.11	.84	.20		M,W,F
"	BOS	TW	1.08	.82	.20		W,F
"	CHI	TW	1.18	.89	.20		M,W,F
"	YIP	TW	1.13	.85	.20		M,W,F
"	IDL	K*	1.11	.83	.20		Su,W
"	UL	K	1.09	.83	.21		W
"	IDL	S	1.11	.83	....		Dly except M
Malmo, Sweden.....	IDL	SS	1.15	.86	.20		Dly
Malta.....	IDL	BO	1.30	.98	.25		Dly
Managua, Nicaragua.....	MIA	P*	.40	.24	.15		Dly
"	MSY	P*	.42	.23	.15		Dly
"	HOU	P*	.41	.27	.15		Dly
"	BRO	P*	.39	.24	.15		Dly
"	MSY	TA	.42	.23	....		Dly except Sa
"	MEX	TA	.25	.16	....		M thru Sa

Destination	Airport and Airline	RATES (See Note) Up to 45 kg	Up to 100 kg	Up to 250 kg	Depart
Maganque, Colombia	LAX P*	.55	.39	.15	Su,T,W,Th,Sa
"	LGA EA	.51	.44	.20	....
"	MIA EA	.44‡	.35‡	.20	....
"	HAV EA	.35‡	.29‡	.15	....
"	MIA P*	.50	.34	.15	Su,T,W,Th,Sa
"	MSY P*	.43	.32	.15	Su,T,W,Th,Sa
"	HOU P*	.41	.27	.15	Su,Th
"	BRO P*	.39	.34	.15	Su,Th
"	LAX P*	.55	.39	.15	Su,T,W,Th,Sa
Manaos, Brazil	LGA P*	1.44	1.44	.25	Dly except M
"	MIA P*	1.34	1.34	.25	Su,M,T,Th,Sa
"	MSY P*	1.46	1.46	.25	Su,M,W,F,Sa
"	HOU P*	1.62	1.62	.25	Su,M,W,F,Sa
"	BRO P*	1.54	1.54	.25	Su,M,W,F,Sa
"	LAX P*	1.70	1.70	.25	Su,M,T,Th,Sa
Manchester, England	IDL K*	1.06	.80	.20	Su,Th
"	UL K*	1.04	.78	.21	Su,W
"	IDL SR	1.01	.76	.20	Dly
"	IDL AF	1.11	.84	.20	....
"	BOS AF	1.08	.82	.20	....
"	IDL S	1.06	.80	.20	Dly except M
"	IDL BO	.97	.73	.20	Dly
Manila, Philippines	LAX P	2.35	1.77	.25	T,F
"	SFO P	2.35	1.77	.25	T,F
"	PDX P	2.35	1.77	.25	Su,W,F
"	SEA P	2.35	1.77	.25	Su,W
"	LGA P	2.35	1.77	.25	T,Th,W
"	BOS P	2.43	.82	.25	Su
"	SFO PH	2.36	1.77	.25	W,Su
"	OAK PH	2.36	1.77	.25	W,Su
"	CLE PA	2.43	1.82	.25	T,F
"	HNL PH	2.00	1.50	.15	W,Su
"	LGA PE	2.36	1.77	.25	T,F
"	BOS PH	2.36	1.77	.25	T,F
"	DEN PE	2.36	1.77	.25	T,F
"	SLC PH	2.36	1.77	.25	T,F
"	CHI PE	2.36	1.77	.25	T,F
"	MKE PH	2.36	1.77	.25	T,F
"	DCA PH	2.36	1.77	.25	T,F
"	EDF NW	2.36	1.77	.25	Two Wkly
"	CHI NW	2.36	1.77	.25	Two Wkly
"	CLE NW	2.36	1.77	.25	Two Wkly
"	YIP NW	2.36	1.77	.25	Two Wkly
"	MKE NW	2.36	1.77	.25	Two Wkly
"	MPS NW	2.36	1.77	.25	Two Wkly
"	LGA NW	2.36	1.77	.25	Two Wkly
"	PIT NW	2.36	1.77	.25	Two Wkly
"	SEA NW	2.36	1.77	.25	Two Wkly
"	DCA NW	2.36	1.77	.25	Two Wkly
"	IDL AF	2.45	1.84	.25	....
"	BOS AF	2.43	1.82	.25	....
"	IDL BO	2.45	1.84	.20	Dly
Manizales, Colombia	MIA P*	.54	.28	.15	Dly
"	LGA P*	.64	.37	.15	Dly
"	MSY P*	.60	.35	.15	Dly except M
"	HOU P*	.68	.33	.15	Dly except Su
"	BRO P*	.62	.33	.15	Dly except Su
"	LAX P*	.76	.52	.15	Dly except M
Manono, Belgian Congo	IDL S	1.80	1.42	.25	Dly except M
Manta, Ecuador	MIA P*	.55	.35	.15	W
"	MSY P*	.71	.42	.15	T
"	HOU P*	.74	.55	.15	M
"	BRO P*	.74	.55	.15	M
"	LAX P*	.57	.39	.20	T
Manzanillo, Cuba	MIA P*	.14	.09	.05	Dly
Maracaibo, Venezuela	MIA P*	.40	.22	.15	Dly except M
"	LGA P*	.50	.31	.15	Dly
"	MSY P*	.49	.32	.15	Dly except M
"	HOU P*	.49	.32	.15	Dly except Su
"	BRO P*	.49	.32	.15	Dly except Su
"	LAX P*	.63	.46	.15	Dly except Su
"	MIA K	.40	.22	.15	Dly
"	UL K	.50	.38	.22	M,F
Marseille, France	IDL AF	1.13	.88	.20	Dly
"	BOS AF	1.10	.83	.15	Dly
"	IDL P	1.14	.86	.20	....
"	BOS P	1.13	.84	.20	....
Martinique, F. W. I.	IDL BO	....	....	...	M, W, Su
Matadi, Belgian Congo	IDL S	1.83	1.39	.25	Dly except M
Mauritius	IDL AF	2.45	1.83	.25	Weekly
"	BOS AF	2.43	1.82	.25	....
Mayaguez, Cuba	MIA P*	.15	.09	.05	Dly
Mazatlan, Mexico	HOU P*	.26	.21	.15	Dly
"	BRO P*	.29	.17	.15	Dly
"	LAX P*	.20	.25	.15	Dly
"	ELP L	.18	.13	.25	Dly
Medan, Sumatra	IDL BO	2.41	1.81	.25	Dly
"	IDL K	2.41	1.81	.25	Dly except Sa
Medellin, Colombia	MIA P*	.51	.26	.15	Dly
"	LGA P*	.61	.35	.15	Su,Th
"	MSY P*	.57	.33	.15	M,W,F
"	HOU P*	.60	.36	.15	Su,T,Th
"	BRO P*	.60	.36	.15	Su,T,Th
"	LAX P*	.72	.50	.15	T,Th,Sa
Merida, Mexico	MIA P*	.25	.13	.15	Su,T,Th,F
"	MSY P*	.22	.11	.15	Su,T,Th
"	HOU P*	.23	.23	.15	Dly
"	BRO P*	.30	.16	.15	Dly
"	LAX P*	.48	.32	.15	Dly
"	DAL B	.36	....	...	Dly
"	FTW B	.48	....	...	Dly
"	LRD B	.42	....	...	Dly
"	SAT B	.40	....	...	Dly
Mexicali, Mexico	LAX P*	.06	.05	.15	Dly

Destination	Airport and Airline	RATES (See Note) Up to 45 kg	Up to 100 kg	Up to 250 kg	Depart
Mexico City, Mexico	MIA P*	.44	.23	.15	Dly
"	MSY P*	.39	.21	.15	Dly
"	HOU P*	.38	.13	.15	Dly
"	BRO P*	.34	.09	.15	Dly
"	LAX P*	.50	.25	.15	Dly
"	MSY TA	.21	.20	...	Dly
"	LGA A	.34	.26	.10	Dly
"	DCA A	.39	.34	.10	Dly
"	BUF A	.33	.26	.10	Dly
"	CLE A	.30	.24	.10	Dly
"	STL A	.26	.19	.10	Dly
"	DAL A	.19	.14	.10	Dly
"	LAX A	.39	.25	.10	Dly
"	KLP A	.29	.16	.10	Dly
"	SAT A	.15	.11	.10	Dly
"	ELP L	.20	.17	.25	Dly
Midway Island	LAX P	1.15	.68	.20	M,T,W,F
"	SFO P	1.15	.68	.20	M,T,W,F
"	PDX P	1.15	.68	.20	....
"	SEA P	1.15	.68	.20	....
Milan, Italy	IDL LI	1.21	.91	.25	Dly
"	IDL AP	1.22	.93	.20	....
"	BOS AF	1.19	.90	.20	....
"	IDL SW	1.06	.85	.20	....
"	IDL S	1.22	.92	.20	Dly except M
"	LGA TR	1.00	.55	.15	....
"	IDL SS	1.24	.93	.25	Su,T,Th,F
"	IDL BO	1.22	.92	.20	Dly
"	IDL K*	1.22	.92	.20	M,T,F
"	UL K*	1.20	.90	.21	Su,W
"	BOS TW	1.19	.89	.20	Sa
"	CHI TW	1.23	.96	.25	Dly except T,F
"	YIP TW	1.23	.91	.25	Dly except T,F
"	PHL TW	1.22	.92	.25	Dly except T,F
Minatitlan, Mexico	MIA P*	.27	.19	.15	Dly
"	MSY P*	.21	.17	.15	Dly
"	HOU P*	.22	.18	.15	Dly
"	BRO P*	.21	.13	.15	Dly
"	LAX P*	.27	.20	.15	Dly
Mogadishu, Italian Somaliland	IDL BO	1.80	1.42	.25	Dly
Montego Bay, Jamaica	MIA P*	.13	.09	.05	Su,T,W,Sa
"	MIA BO	.10	.06	...	M,T,W,F,Sa
Monteria, Colombia	MIA P*	.51	.26	.15	Dly except Su
"	LGA P*	.61	.35	.15	Su,Th
"	HOU P*	.60	.36	.15	Dly except Su
"	BRO P*	.60	.36	.15	Dly except Su
"	LAX P*	.74	.50	.15	Dly except Su
Monterrey, Mexico	DAL A	.11	.08	.10	Dly
"	ELP A	.13	.09	.10	Dly
"	LAX A	.23	.15	.10	Dly
"	SAT A	.07	.05	.10	Dly
"	LGA A	.23	.20	.10	Dly
"	DCA A	.24	.17	.10	Dly
"	BUF A	.24	.20	.10	Dly
"	CLE A	.20	.17	.10	Dly
"	STL A	.18	.13	.10	Dly
"	NLD P	....	....	...	Dly
Montevideo, Uruguay	LGA P*	1.30	.89	.25	M,T,Th,F,Sa
"	MIA P*	1.43	.99	.25	Su,T,W,Th,F
"	MSY P*	1.51	.97	.25	Su,T,W,Th,Sa
"	HOU P*	1.51	.99	.25	M thru F
"	BRO P*	1.53	.99	.25	M thru F
"	LAX P*	1.67	1.04	.25	T thru Sa
Montreal, Que., Canada	LGA C	.66	....	...	Dly
"	LGA T	.06	.0305	.10	Dly
"	CHI T	.13	.1135	.10	Dly
"	CLE T	.09	.083	.10	Dly
"	CHI TA	3.49	.1135	.10	Dly
"	CLE TA	2.85	.083	.10	Dly
"	LGA NE*	2.39	....	.10	Dly
"	BOS NE*	1.89	....	.10	Dly
Moscow, Brazil	LGA P	1.41	....	.15	T,F
"	MIA P	1.34	....	.15	T,F
"	MSY P	1.49	....	.15	T,F
"	HOU P	1.61	....	.15	M,Th
"	BRO P	1.52	....	.15	M,Th
"	LAX P	1.70	....	.15	M,Th
"	NLD P	1.04	....	.15	M,Th
Mulhouse, France	IDL AF	1.13	.85	.20	....
"	BOS AF	1.10	.82	.20	....
Munich, Germany	LGA P	1.16	.87	.25	Dly
"	BOS P	1.13	.85	.25	T thru Sa
"	IDL SS	1.16	.87	.20	Su,T,Th,F
"	IDL S	1.16	.87	.20	Dly except M
"	IDL AF	1.16	.87	.20	....
"	BOS AP	1.14	.85	.20	....
"	IDL K*	1.16	.87	.20	T,Th,F
"	UL K	1.15	.86	.21	Su
"	IDL BO	1.15	.87	.20	Dly
"	MIA BO	1.25	.92	...	Dly
"	IDL SR	1.16	.87	.20	Su,Th
Nairobi, Kenya	IDL BO	1.80	1.42	.25	Dly
"	IDL EL	1.87	1.43	.25	W,Su
"	IDL AF	1.89	1.43	.25	....
"	BOS AF	1.86	1.41	.25	....
"	IDL S	1.89	1.42	.25	Dly except M
"	IDL SS	1.89	1.43	.25	Su,T,Th,F
Nandi, Fiji	SFO BC	1.80	1.20	.25	M,Th,F
"	HNL BC	.90	.75	.20	M,Th,F
"	VR BC	1.58	1.23	.25	M & Alt. Th,F

Destination	Airport and Airline	RATES (See Note) Up to 45 kg	Up to 100 kg	Up to 250 kg	Depart
Naples, Italy	IDL LI	1.20	.97	.25	Dly
"	IDL S	1.30	.97	.25	Dly except M
Nassau, Bahamas	MIA P*	.07	.04	.05	Three Dly
"	UL T	.22C	.21C	.06**	M,W,Sa
"	YTO T	.21C	.19C	.06**	M,W,Sa
"	IDL BO	.17	.14	.05	M,W,Sa
Natal, Brazil	LGA P*	1.45	1.45	.25	Dly except M
"	MIA P*	1.35	1.35	.25	Su,T,Th,Sa
"	MSY P*	1.45	1.45	.25	M,Th,Sa
"	HOU P*	1.62	1.62	.25	M,T,Th
"	BRO P*	1.54	1.54	.30	M,T,Th
"	LAX P*	1.80	1.80	.30	T thru Sa
N'Dola, Rhodesia	IDL S	1.80	1.42	.25	Su,T,Th
"	IDL BO	1.80	1.42	.25	Dly
Nancy, Fr. W. Af.	IDL AF	2.26	1.70	.15	Weekly
"	BOS AF	2.22	1.67	.15	Weekly
Nice, France	IDL S	1.16	.87	.20	Dly except M
"	IDL SS	1.16	.88	.20	Su,T,Th,F
"	IDL AP	1.16	.87	.20	Dly
"	BOS AF	1.13	.85	.20	Dly
"	LGA P	1.16	.87	.20	F
"	BOS P	1.12	.84	.20	F
"	IDL EO	1.16	.87	.20	Dly
"	IDL K*	1.16	.87	.20	Su,T,Sa
"	UL K	1.14	.85	.21	Su
"	IDL SR	1.16	.87	.20	Su,Th
Nicosia, Cyprus	IDL BO	1.40	1.12	.25	Dly
Nogales, Son., Mex.	MEX L	.13	.15	...	Dly
Nome, Alaska	SEA P	.85	.28	.15	Su,W
Norrkoping, Sweden	IDL SS	1.17	.88	.20	Dly
North Bay, Ont., Canada	LGA T	.08	.0785	.10	Dly
Noumea, New Caledonia	LAX P	1.77	1.33	.25	....
"	SFO P	1.77	1.33	.25	....
"	PDX P	1.77	1.33	.25	....
"	SEA P	1.77	1.33	.25	....
"	IDL AP	3.14	2.36	.25	....
"	BOS AP	3.11	2.34	.25	....
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14	....	...	Dly
Nueva Guatepeque, Hon.	MSY TA	.47	.30	....	M,W,F
"	MEX TA	.27	.21	....	T,Th,Sa
Nuremberg, Germany	IDL K*	1.16	.87	.20	F
"	UL K	1.15	.86	.21	Sa
"	IDL S	1.16	.89	.20	Su,T,Th
"	IDL S	1.16	.87	.20	Dly except M
"	BOS AF	1.13	.85	.20	....
Oaxaca, Mexico	MIA P*	.51	.26	.15	Dly
"	MSY P*	.43	.24	.15	Dly
"	HOU P*	.21	.16	.15	Dly
"	BRO P*	.19	.13	.15	Dly
"	LAX P*	.33	.28	.15	Dly
Okinawa	HDF NW	2.36	1.77	.25	Two Wkly
"	CHI NW	2.36	1.77	.25	Two Wkly
"	CLE NW	2.36	1.77	.25	Two Wkly
"	YIP NW	2.36	1.77	.25	Two Wkly
"	MKE NW	2.36	1.77	.25	Two Wkly
"	MPS NW	2.36	1.77	.25	Two Wkly
"	LGA NW	2.36	1.77	.25	Two Wkly
"	PIT NW	2.36	1.77	.25	Two Wkly
"	SEA NW	2.36	1.77	.25	Two Wkly
"	DCA NW	2.36	1.77	.25	Three Wkly
"	LAX P	2.36	1.77	.25	Su, W
"	SFO P	2.36	1.77	.25	M,Th
"	PDX P	2.36	1.77	.25	Su,W
"	SEA P	2.36	1.77	.25	Su,W
"	OAK TR	1.62	1.62	.15	....
"	SFO PH	2.36	1.77	.25	W,Su
"	OAK PH	2.36	1.77	.25	W,Su
"	LAX PH	2.36	1.77	.25	T,F
"	PDX PH	2.36	1.77	.25	T,F
"	SEA PH	2.36	1.77	.25	T,F
"	LGA PH	2.36	1.77	.25	T,F
"	BOS PH	2.36	1.77	.25	T,F
"	DEN PH	2.36	1.77	.25	T,F
"	SLC PH	2.36	1.77	.25	T,F
"	CLE PH	2.36	1.77	.25	T,F
"	YIP PH	2.36	1.77	.25	T,F
"	CHI PH	2.36	1.77	.25	T,F
"	MKE PH	2.36	1.77	.25	T,F
"	DCA PH	2.36	1.77	.25	T,F
Oran, Algeria	IDL AF	1.22	.92	.25	Six Wkly
"	BOS AF	1.23	.92	.25	....
Oruro, Bolivia	MIA P*	1.10	.69	.30	Su,T
"	MSY P*	1.10	.69	.30	Su,T,Sa
"	HOU P*	1.19	.69	.30	M,F,Sa
"	BRO P*	1.19	.69	.30	M,F,Sa
"	LAX P*	1.32	.82	.35	Su,T,Sa
Oslo, Norway	IDL SS	1.13	.85	.20	Dly
"	IDL S	1.13	.85	.20	Dly except M
"	IDL BO	1.13	.85	.20	Dly
"	MIA BO	1.24	.93	...	Dly
"	IDL AP	1.17	.88	.20	Six Wkly
"	BOS AP	1.14	.85	.20	....
"	IDL K*	1.13	.85	.20	W,F,Sa
"	UL K	1.11	.84	.21	W
"	BOS P	1.10	.83	.20	....
"	IDL P	1.13	.85	.20	....

Destination	Airport and Airline	RATES (See Note) (Lbs.) Per kg	(Lbs.) Per lb	Per $100 Value	Depart
Ottawa, Ont., Canada	LGA C	.97	....	....	Dly
"	LGA T	.67	.0646	.10	Dly
Palembang, N.E.I.	IDL BO	2.40	1.80	.35	Dly
"	IDL K	2.40	1.80	.25	T,W,Th,F
"	UL K	2.44	1.83	.25	Su,W
Palermo, Italy	IDL LI	1.94	.96	....	Dly
Panama City, Pan.	MIA P*	.39	.19	.15	Dly
"	MSY P*	.45	.26	.15	Dly
"	HOU P*	.48	.29	.15	Dly
"	BRO P*	.48	.29	.15	Dly
"	LAX P*	.61	.43	.15	Dly
"	HOU B*	.48	.29	.15	Su,M,W,F,Sa
"	CHI B*	.61	.31	.15	Su,M,W,F,Sa
"	CRP B*	.48	.29	.15	Su,M,W,F,Sa
"	DAL B*	.61	.31	.15	Su,M,W,F,Sa
"	YIP B	.61	.31	.15	Su,M,W,F,Sa
"	MSY B*	.45	.26	.15	Su,M,W,F,Sa
"	MSY TA*	.64	.46	....	M,W,F
"	MEX TA	.53	.38	....	T,Th,Sa
"	MIA K	.54	.33	.15	Su,F
"	UL K	.50	.37	.17	F
"	MIA BO	.36	.27	....	Dly
"	IDL BO	.45	.33	.15	W,Sa
Pantelleria, Italy	IDL LI	1.36	.96	.25	M,W,F
Paramaribo, Surinam	LGA P*	.84	.39	.15	T,Th,Sa
"	MIA P*	.67	.33	.15	W,F
"	MSY P*	.64	.40	.15	W,F
"	HOU P*	.67	.43	.15	T,Th
"	BRO P*	.67	.43	.15	T,Th
"	LAX P*	.81	.57	.20	W,F
"	MIA K	.67	.33	.15	Su,W,Sa
"	UL K	.78	.43	.17	F
Paris, France	IDL S	1.08	.80	.20	Dly except M
"	ISL SW	.91	.74	.20	....
"	IDL BO	1.08	.89	.20	Dly
"	MIA BO	1.11	.94	.24	Dly
"	UL BO	....	....	....	M,W,F,Sa
"	IDL SS	1.08	.80	.20	Su,T,Th,F
"	IDL AF	1.08	.80	.20	Dly
"	BOS AF	1.08	.78	.20	....
"	IDL K*	1.08	.80	.20	Dly ex. M,Th
"	UL K	1.04	.78	.21	Su,W
"	LGA TW	1.08	.80	.20	13 Wkly
"	BOS TW	1.08	.78	.20	M,Sa
"	PHL TW	1.07	.81	.20	Dly
"	YIP TW	1.07	.81	.20	Dly
"	CHI TW	1.11	.84	.20	Dly
"	IDL P*	1.13	.87	.20	T,W,F,Sa
"	BOS P*	1.08	.78	.20	Sa
Paranahyba, Brazil	LGA P*	.96	.45	.15	T,Th,Sa
"	MIA P*	.89	.45	.15	M,W,F
"	MSY P*	.96	.55	.15	M,W,F
"	HOU P*	.99	.59	.15	M,W,Th,F
"	BRO P*	.99	.59	.15	M,W,Th,F
"	LAX P*	1.13	.73	.15	M,W,Th,F
Parral, Chih., Mex.	MEX L	.11	.09	....	Dly
Pereira, Colombia	MIA P*	.54	.26	.15	Dly
"	LGA P*	.64	.37	.15	Dly
"	MSY P*	.69	.39	.16	Dly
"	HOU P*	.62	.33	.16	Dly
"	BRO P*	.62	.33	.16	Dly
"	LAX P*	.76	.53	.15	Dly
Pisa, Italy	IDL SW	1.08	.88	.20	....
Pointe a Pitre, Guad.	LGA P	.25	.25	.15	....
Popayan, Colombia	MIA P*	.61	.30	.15	Dly except Sa
"	LGA P*	.71	.39	.15	Dly except Sa
"	MSY P*	.67	.37	.15	Dly except Sa
"	HOU P*	.70	.40	.15	Dly except Sa
"	BRO P*	.70	.40	.15	Dly except Sa
"	LAX P*	.82	.54	.20	Dly except Sa
Port au Prince, Haiti	MIA P*	.15	.12	.15	Dly
"	LGA P*	.25	.21	.15	Dly
"	MIA K	.15	.12	.15	Th
Port Elizabeth, U. of S. Af.	IDL BO	3.09	1.37	.38	Dly
Port of Spain, Trinidad	LGA P*	.45	.30	.15	Dly
"	MIA P*	.33	.24	.15	Dly
"	MSY P*	.43	.31	.15	Dly
"	HOU P*	.43	.34	.15	Dly
"	BRO P*	.43	.34	.15	Dly
"	LAX P*	.53	.43	.15	Dly
"	MIA K	.40	.34	.15	M,W,F
"	UL T	.52C	.38C	.16**T	F
"	YTO T	.52C	.38C	.16**T	F
"	IDL BO	....	....	....	M,W,Sa
"	MIA BO	....	....	....	M,T,W,F,Sa
Port Sudan, Ang. Eg. Sudan	IDL BO	1.71	1.39	.35	Dly
Porto Alegre, Brazil	LGA P*	1.83	.89	.35	Dly
"	MIA P*	1.42	.89	.35	Dly
"	MSY P*	1.69	1.03	.35	Dly
"	HOU P*	1.83	1.11	.35	Dly
"	BRO P*	1.06	1.03	.35	Dly
"	LAX P*	2.14	2.14	.35	Dly
Prague, Czechoslovakia	IDL S	1.13	.89	.20	Dly except M
"	IDL SW	1.08	.88	.20	....
"	IDL BO	1.13	.89	.20	Dly
"	MIA BO	1.36	.96	....	Dly
"	UL BO	....	....	....	M,W,F,Sa
"	IDL SS	1.13	.89	.20	Su,T,Th,F
"	IDL AF	1.13	.89	.20	Dly except W
"	BOS AF	1.13	.87	.20	Dly except W
"	IDL K*	1.13	.89	.20	W,F
"	UL K	1.19	.87	.21	W
"	IDL SR	1.14	.89	.20	Su,Th
Preston, Cuba	MIA P*	.29	.19	.05	Dly

Destination	Airport and Airline	RATES (See Note) (Lbs.) Per kg	(Lbs.) Per lb	Per $100 Value	Depart
Prestwick, Scotland	IDL SS	.94	.71	.20	Dly
"	UL T	.91C	.69C	.21**	Su,Th,Sa
"	IDL K	.94	.71	.20	M,T,W,F,Sa
Prieto, Puebla	DAL B	.41	....	.17	Dly
"	FTW B	.41	....	.17	Dly
"	LRD B	.27	....	.17	Dly
"	SAT B	.34	....	.17	Dly
Puerto Cabezas, Nic.	MSY TA	.66	.47	....	M,W,F
"	MEX TA	.48	.38	....	T,Th,Sa
Puerto Cortez, Hond.	MSY TA	.42	.34	....	M,W,F
"	MEX TA	.25	.18	....	T,Th,Sa
Puerto Suarez, Bolivia	MIA P*	1.16	.63	.20	Su,W
"	MSY P*	1.22	.70	.25	T,Sa
"	BRO P*	1.25	.73	.25	T,Sa
"	LAX P*	1.30	.87	.25	T,Sa
"	HOU P*	1.25	.73	.25	T,Sa
Quito, Ecuador	MIA P*	.96	.34	.15	Dly except Sa
"	MSY P*	.70	.41	.15	Dly except F
"	HOU P*	.73	.44	.15	Dly except F
"	BRO P*	.73	.44	.15	Dly except F
"	LAX P*	.96	.65	.20	Dly except F
Rangoon, Burma	IDL BO	2.19	1.65	.25	Dly
Recife (Pernambuco) Brazil	LGA P	1.48	1.45	.25	Dly except M
"	MIA P	1.16	.75	.20	Dly except M
"	MSY P	1.50	1.50	.25	Dly
"	HOU P	1.64	1.64	.25	Dly
"	BRO P	1.56	1.56	.25	Dly
"	LAX P	1.84	1.84	.25	Dly
Reggio Calabria, Italy	IDL LI	1.94	.96	.25	Dly except Su
Regina, Sask., Canada	LGA T	.36	.25	.10	Dly
Reunion Island	IDL AF	2.43	1.82	.25	Weekly
"	BOS AF	2.40	1.81	.25	Weekly
Reykjavik, Iceland	BOS P	.25	.25	.20	....
"	IDL P	.72	.48	.20	....
Rio de Janeiro, Bra.	LGA P*	1.27	.94	.25	Two Dly
"	MIA P*	1.26	.80	.25	Dly
"	MSY P*	1.54	.91	.25	Dly
"	HOU P*	1.68	.97	.25	Dly
"	BRO P*	1.60	.92	.25	Dly
"	LAX P*	1.94	1.94	.25	Dly
"	EWR TC	1.25	.84	....	Frequently
"	DAL B*	1.42	.86	.25	M,W,F
"	HOU B	1.75	1.04	.25	M,W,F
"	BRO B	1.67	.96	.25	M,W,F
"	CHI B*	1.42	.86	.25	M,W,F
"	CRP B*	1.76	.93	.25	M,W,F
"	YIP B*	1.42	.86	.25	M,W,F
"	FTW B*	1.42	.86	.25	M,W,F
"	IND B*	1.42	.86	.25	M,W,F
"	LRD B	1.42	.86	.25	M,W,F
"	MSY B	1.86	.95	.25	M,W,F
"	SAT B*	1.42	.86	.25	M,W,F
"	HAV B*	1.33	.83	.25	M,W,F
"	IDL AL	1.42	.86	....	....
"	YIP U*	1.42	.86	.25	Su,Th
Roberts Field, Liberia	IDL AF	1.80	1.35	.25	Thrice Wkly
"	BOS AF	1.77	1.32	.25	Thrice Wkly
"	LGA P	1.51	1.51	.25	Su
"	BOS P	1.54	1.16	.25	M,T,W
Rubaya, Bolivia	MIA P*	1.16	.63	.20	M
"	MSY P*	1.22	.70	.25	M
"	HOU P*	1.25	.73	.25	Sa
"	BRO P*	1.25	.73	.25	Sa
"	LAX P*	1.30	.87	.25	Sa
Rosnas, Denmark	IDL SS	1.17	.88	.20	Dly
Rome, Italy	IDL S	1.27	.96	.25	Dly except M
"	IDL LI	1.27	.96	....	F
"	IDL SW	1.13	.90	.20	....
"	IDL BO	1.27	.96	.25	Dly
"	MIA BO	1.29	.96	....	Dly
"	IDL SS	1.27	.96	.25	Su,T,Th,F
"	IDL AF	1.27	.96	.25	Dly
"	BOS AF	1.24	.94	.25	Dly
"	IDL K*	1.27	.96	.25	Su,T,F
"	UL K	1.29	.98	.31	Sa
"	LGA TW	1.27	.96	.25	13 Wkly
"	BOS TW	1.24	.93	.25	M,W,F,Sa
"	PHL TW	1.28	.97	.25	Dly
"	YIP TW	1.28	.97	.25	Dly
"	CHI TW	1.31	1.00	.25	Dly
"	IDL SR	1.27	.96	.25	Su,Th
"	LGA P	1.27	.96	.25	Su,F
"	BOS P	1.24	.93	.25	Su,F
Saigon, Indo China	IDL AF	2.33	1.74	.15	Twice Wkly
"	BOS AF	2.29	1.72	.15	Twice Wkly
"	IDL BO	2.32	1.74	.25	Dly
St. Croix, Virg. Is.	LGA P	.27	.21	.05	M,Th,Sa
"	MIA P*	.20	.15	.05	M,Th,Sa
St. Johns, N. B.	BOS T	.66	.0855	.10	Dly
St. Johns, Antigua, B.W.I.	LGA P*	.44	.34	.05	W,Th,Su
"	MIA P*	.25	.18	.15	W,Th,Su
St. Johns, N. F.	BOS T	.17	.1655	....	Dly
St. Louis, S.W.I.	LGA P*	.40	.27	.05	Th,Su
"	MIA P*	.33	.21	.05	Th,Su
"	IDL BO	....	....	....	M,W,Sa
"	MIA BO	....	....	....	M,T,W,F,Sa
St. Thomas, Virgin Is. (U. S.)	LGA P*	.26	.21	.15	Th,Su
"	MIA P	.15	.15	.15	Th,Su
Salisbury, So. Rhod.	IDL BO	1.98	1.42	.25	Dly
Salta, Argentina	MIA P*	1.24	.69	.25	M
"	MSY P*	1.30	.75	.25	M
"	HOU P*	1.33	.73	.25	Sa
"	BRO P*	1.33	.73	.25	Sa
"	LAX P*	1.46	.92	.25	Sa

Destination	Airport and Airline	RATES (See Note) (Lbs.) Per kg	(Lbs.) Per lb	Per $100 Value	Depart
San Ignacio de Velasco, Bolivia	MIA P*	1.16	.63	.20	T,Sa
"	MSY P*	1.22	.70	.25	T,Sa
"	HOU P*	1.25	.73	.25	M,Sa
"	BRO P*	1.25	.73	.25	M,Sa
"	LAX P*	1.30	.87	.25	M,Sa
San Jose, Bolivia	MIA P*	1.16	.63	.20	Su,T
"	MSY P*	1.22	.70	.25	Su,T
"	HOU P*	1.25	.73	.25	M,Sa
"	BRO P*	1.25	.73	.25	M,Sa
"	LAX P*	1.30	.87	.25	Su,T
San Jose, Costa Rica	MIA P*	.48	.24	.15	Dly
"	MSY P*	.45	.26	.15	Dly
"	HOU P*	.47	.29	.15	Dly
"	BRO P*	.45	.26	.15	Dly
"	LAX P*	.61	.43	.15	Dly
"	MSY TA	.48	.38	....	Dly except Sa
"	MEX TA	.31	.20	....	Dly except Sa
"	UL K	.60	.45	.17	....
San Juan, Puerto Rico	LGA P*	.22	.13	.05	Five Dly
"	MIA P*	.15	.12	.05	Twice Dly
"	CHI P*/	.20	.2430	.15	Dly
"	YIP P*/	.28	.2430	.15	Dly
"	LGA P*/	.28	.2235	.05	Two Dly
"	MIA P*/	.15	.1305	.05	Two Dly
San Luis Potosi, S.L.P., Mexico	ELP L	.16	.12	.25	Dly
San Salvador, El Salvador	MIA P*	.42	.21	.15	Dly
"	MSY P*	.38	.19	.15	Dly
"	HOU P*	.36	.24	.15	Dly
"	BRO P*	.34	.20	.15	Dly
"	LAX P*	.50	.35	.15	Dly
"	MSY TA	.39	.19	....	Dly
"	MEX TA	.20	.13	....	Dly
Santa Clara, Cuba	MIA P*	.13	.09	.05	Dly
Santa Cruz, Bolivia	MIA P*	1.16	.63	.20	Su,T,W,Sa
"	MSY P*	1.21	.69	.20	W,F,Sa
"	HOU P*	1.24	.72	.25	M,T,Th,F
"	BRO P*	1.24	.72	.25	M,T,Th,F
"	LAX P*	1.27	.88	.25	Su,T,W,Sa
Santa Maria, Azores	LGA P	.72	.39	.20	Su,M,Th,F
"	BOS P	.76	.57	.15	M,Th,F
"	MIA BO	.92	.70	....	Dly
"	IDL BO	.76	.59	.20	M,W,Sa
Santa Marta, Colombia	MIA P*	.66	.26	.15	Dly
"	LGA P*	.76	.39	.15	Su,Th
"	MSY P*	.69	.39	.15	Except M
"	HOU P*	.65	.35	.15	Dly except Sa
"	BRO P*	.65	.33	.15	Dly except Sa
"	LAX P*	.80	.47	.15	Dly except M
Santiago, Chile	MIA P*	1.20	.72	.15	Su,W,F
"	MSY P*	1.27	.79	.15	Dly except M
"	HOU P*	1.40	.82	.15	Dly except M
"	BRO P*	1.40	.82	.15	Dly except M
"	LAX P*	1.53	.96	.15	Dly
"	MIA BO	1.05	.79	....	Dly
"	IDL BO	1.18	.82	.15	W,Sa
Santiago, Cuba	MIA P*	.19	.09	.05	Four Dly
Sao Luis, Brazil	LGA P*	1.48	1.45	.25	Dly
"	MIA P*	1.16	1.16	.30	Su,T,Th,Sa
"	MSY P*	1.38	1.38	.36	Su,T,Th,Sa
"	HOU P*	1.81	1.81	.36	M,W,F,Sa
"	BRO P*	1.43	1.43	.36	M,W,F,Sa
"	LAX P*	1.62	1.62	.36	M,W,F,Sa
Sao Paulo, Brazil	LGA P*	.96	.82	.35	Dly
"	MIA P*	1.32	.82	.35	Dly
"	MSY P*	1.68	.85	.35	Dly
"	HOU P*	1.78	1.04	.36	Dly
"	BRO P*	1.67	.96	.35	Dly
"	LAX P*	1.88	1.88	.35	Dly
"	EWR TC	1.40	.85	....	Frequently
San Salvador, Brazil	LGA P*	1.86	1.86	.35	Dly except M
"	MIA P*	1.28	1.28	.36	Dly
"	MSY P*	1.54	1.54	.35	Dly
"	HOU P*	1.72	1.72	.35	Dly
"	BRO P*	1.64	1.64	.35	Dly
"	LAX P*	1.94	1.94	.35	Dly
Shanghai	IDL AF	2.82	1.99	.25	....
"	BOS AF	2.49	1.87	.25	....
Shannon, Eire	LGA P	.91	.66	.30	Dly
"	BOS P	.82	.66	.30	Su
"	IDL SW	.77	.61	.30	....
"	UL T	.89C	.69C	.21**	....
"	IDL BO	.91	.66	.30	Th
"	LGA TW	.91	.66	.30	Dly except F
"	BOS TW	.88	.66	.30	M,Th,Sa
"	PHL TW	.92	.69	.30	Dly except F
"	YIP TW	.92	.70	.30	Dly except F
"	CHI TW	.94	.70	.30	Dly except F
"	IDL SR	.91	.66	.30	Su,Th
"	IDL K	.91	.66	.30	Su,Th
Singapore, Mal. St.	IDL BO	2.36	1.77	.25	Dly
"	SFO P	2.41	1.81	.25	T
"	LAX P	2.41	1.81	.25	Su
"	BOS P	2.34	1.75	.25	....
"	IDL AF	2.36	1.77	.25	....
"	BOS AF	2.32	1.73	.25	....
"	IDL K	2.39	1.77	.25	Su,W,F
"	UL K	2.40	1.80	.28	Su,W
Sinoa, Nicaragua	MSY TA	.46	.42	....	M,W,F
"	MEX TA	.40	.30	....	T,Th,Sa
Sofia, Bulgaria	IDL SS	1.42	1.13	.25	Su,T,Th,F
"	IDL AF	1.32	1.14	....	....
"	BOS AF	1.49	1.13	....	....
Soerabaya, Java, N.E.I.	IDL K	2.83	1.98	.35	T,W,Th,F

Destination	Airport and Airline	RATES (See Note) (lbs. Lbs.) 45 100 Per Kg	100 (Kg.) 45 100 Per Kg	100 Per 100 Value	Depart
Stanleyville, Bel. Congo	IDL S	1.00	1.42	.35	Dly except M
Stavanger, Norway	IDL SS	1.15	.85	.30	Dly
Stockholm, Sweden	IDL SS	1.15	.86	.30	Dly
"	IDL BO	1.15	.86	.30	Dly
"	MIA BO	1.28	.96	...	Dly
"	IDL AF	1.15	.89	.30	Dly
"	BOS AF	1.12	.84	.30	.....
"	IDL K*	1.15	.86	.30	Su,T,W,F,Sa
"	UL K	1.13	.85	.21	Su,W
"	IDL S	1.15	.86	.30	Dly except M
"	IDL P	1.15	.86	.30	Su,T,Th
"	BOS P	1.12	.84	.30	Sa
Stuttgart, Germany	LGA P	1.13	.85	.30	Dly W, Sa
"	BOS P	1.10	.83	.30	Sa
"	IDL SS	1.13	.85	.30	Dly
"	IDL SR	1.13	.85	.30	Su,Th
"	IDL AF	1.12	.86	.30	.....
"	BOS AF	1.10	.83	.30	.....
Suva, Fiji Islands	LAX P	1.60	1.20	.25	Su,W
"	SFO P	1.60	1.20	.25	Su,W
"	SFO BC	1.60	1.20	.25	M,Th,F
"	HNL BC	.90	.75	.20	M,Th,F
"	VR BC	1.60	1.25	.35	M,Th,F
Sydney, Australia	LAX P	2.01	1.51	.25	Su,W
"	SFO P	2.01	1.51	.25	Su,W
"	IDL BO	2.01	2.26	.25	Dly
"	SFO BC	2.01	1.51	.25	M,Th
"	HNL BC	1.42	1.06	.25	M,Th
"	VR BC	2.00	1.57	.25	M, alt. Th
"	IDL AF	2.01	2.26	.25	.....
"	BOS AF	2.06	2.34	.25	.....
Sydney, N. S.	BOS T	.10	.0895	...	Dly
Taipeh, Formosa	SFO PH	2.36	1.77	.3b	W,Sa
"	OAK PH	2.36	1.77	.25	W,Sa
"	PDX PH	2.36	1.77	.25	T,F
"	LAX PH	2.36	1.77	.25	T,F
"	SEA PH	2.36	1.77	.25	T,F
"	LGA PH	2.36	1.77	.25	T,F
"	CHI PH	2.36	1.77	.25	T,F
"	DCA PH	2.36	1.77	.25	T,F
"	CLE PH	2.36	1.77	.25	T,F
"	YIP PH	2.36	1.77	.25	T,F
"	DEN PH	2.36	1.77	.25	T,F
"	CHI NW	2.36	1.77	.25	.....
"	CLE NW	2.36	1.77	.25	.....
"	YIP NW	2.36	1.77	.25	.....
"	MKE NW	2.36	1.77	.25	.....
"	LAX NW	2.36	1.77	.25	.....
"	MPS NW	2.36	1.77	.25	.....
"	LGA NW	2.36	1.77	.25	.....
"	PIT NW	2.36	1.77	.25	.....
"	PDX NW	2.36	1.77	.25	.....
"	DCA NW	2.36	1.77	.25	.....
"	SFO NW	2.36	1.77	.25	.....
"	OAK NW	2.36	1.77	.25	.....
Talara, Peru	MIA P*	.72	.53	.15	Su,T,W,F,Sa
"	MSY P*	.76	.45	.20	Su,T,W,F,Sa
"	HOU P*	.81	.48	.20	M,T,Th,F,Sa
"	BRO P*	.81	.48	.20	M,T,Th,F,Sa
"	LAX P*	.84	.62	.20	Su,T,W,F,Sa
Tamatave, Mad.	IDL AF	2.26	1.71	.15	Weekly
"	BOS AF	2.73	2.04	.15	.....
Tampico, Mexico	HOU P*	.13	.09	.15	Dly
"	BRO P*	.13	.09	.15	Dly
"	LAX P*	.16	.12	.15	Dly
Tananarive, Madagascar	IDL AF	2.20	1.73	.25	Weekly
"	BOS AF	2.27	1.71	.25	.....
Tangier, Morocco	IDL AF	1.23	.94	.25	.....
"	BOS AF	1.22	.92	.25	.....
Tapachula, Mexico	MIA P*	.42	.31	.15	Dly
"	MSY P*	.30	.19	.15	Dly
"	HOU P*	.30	.21	.15	Dly
"	BRO P*	.27	.17	.15	Dly
"	LAX P*	.42	.32	.15	Dly

Destination	Airport and Airline	RATES (See Note) (lbs. Lbs.) 45 100 Per Kg	100 (Kg.) 45 100 Per Kg	100 Per 100 Value	Depart
Tegucigalpa, Hon.	MIA P*	.47	.32	.15	Dly
"	MSY P*	.40	.23	.15	Dly
"	HOU P*	.39	.26	.15	Dly
"	BRO P*	.37	.22	.15	Dly
"	LAX P*	.53	.39	.15	Dly
"	MSY TA	.49	.23	...	Dly except Sa
"	MEX TA	.23	.16	...	Dly except Su
Teheran, Iran	IDL BO	1.81	1.36	.25	Dly
"	IDL AF	1.81	1.36	.25	Weekly
"	BOS AF	1.78	1.34	.25	.....
"	IDL K	1.81	1.36	.25	Su,Th
"	UL K	1.82	1.37	.20	Su
"	IDL SS	1.81	1.36	.25	Su,T,Th,F
Tela, Honduras	MSY TA	.42	.35	...	M,W,F
"	MEX TA	.28	.19	...	T,Th,Sa
Tobago, B.W.I.	IDL BO	...	...	...	M,W,Sa
"	MIA BO	...	...	...	M,T,W,F,Sa
Tokyo, Japan	IDL P	2.71	2.04	.25	Su,T
"	BOS P	2.68	2.02	.25	Su,T
"	LAX P	2.36	1.77	.25	M,T
"	SFO P	2.36	1.77	.25	M,T
"	EDP NW	2.36	1.77	.25	Four Wkly
"	CHI NW	2.36	1.77	.25	Four Wkly
"	CLE NW	2.36	1.77	.25	Four Wkly
"	YIP NW	2.36	1.77	.25	Four Wkly
"	MKE NW	2.36	1.77	.25	Four Wkly
"	MPS NW	2.36	1.77	.25	Four Wkly
"	LGA NW	2.36	1.77	.25	Four Wkly
"	PIT NW	2.36	1.77	.25	Four Wkly
"	DCA NW	2.36	1.77	.25	Four Wkly
"	IDL BO	2.71	2.04	.25	Dly
"	IDL AF	2.71	2.04	.25	.....
"	BOS AF	2.68	2.02	.25	.....
"	SFO PH	2.36	1.77	.15	W,Sa
Toronto, Ont., Can.	LGA A	.06	.0445	.04	Dly
"	LGA T	.03	.0445	.10	Dly
Torreon, Coah., Mex.	ELP L	.10	.08	.05	Dly
Trapani, Italy	IDL LI	1.25	.98	.25	F
Trinidad, Cuba	MIA P*	.15	.09	.05	Dly
Trinidad, Trin.	IDL BO	.45	.30	.15	M,W,Sa
Tripoli, Libya	IDL BO	1.34	1.01	.25	Dly
Trujillo, Honduras	MSY TA	.42	.27	...	M,W,F
"	MEX TA	.28	.22	...	T,Th,Sa
Tucuman, Argentina	MIA P*	1.29	.71	.15	F
"	MSY P*	1.34	.78	.15	F
"	HOU P*	1.37	.81	.15	Th
"	BRO P*	1.37	.81	.15	Th
"	LAX P*	1.30	.95	.15	Th
Tumaco, Colombia	MIA P*	.73	.53	.15	Th,F
"	LGA P*	.78	.41	.15	T,F
"	MSY P*	.71	.39	.15	M,W
"	HOU P*	.74	.42	.15	M,W
"	BRO P*	.74	.42	.15	T,F
"	LAX P*	.87	.56	.20	T,F
Tunis, Tunisia	IDL AF	1.27	.96	.25	Four Wkly
"	BOS AF	1.24	.94	.25	Four Wkly
"	LGA TW	1.27	.96	.25	F
Turpan, Mexico	HOU P*	.17	.12	.15	Dly
"	BRO P*	.13	.09	.15	Dly
"	LAX P*	.34	.27	.15	Dly
Tuxtla, Gutierrez, Mexico	MIA P*	.47	.32	.15	Dly
"	MSY P*	.44	.28	.15	Dly
"	HOU P*	.39	.30	.15	Dly
"	BRO P*	.34	.16	.15	Dly
"	LAX P*	.40	.31	.15	Dly
Usumbura, Belgian Congo	IDL S	1.99	1.42	.25	Dly except M
Uyuni, Bolivia	MIA P*	1.19	.88	.15	F
"	MSY P*	1.23	.70	.15	F
"	HOU P*	1.26	.72	.15	Th
"	BRO P*	1.23	.72	.15	Th
"	LAX P*	1.34	.87	.15	Th
Vancouver, B. C., Canada	SEA U	.06	.046	.10	Dly
"	SFO U	.11	.094	.10	Dly
"	LGA U	.20	.295	.10	Dly
"	LGA T	.28	.275	.10	Dly
"	SFO BC	.11	.09	.05	Su & Alt.W,Th
"	HNL BC	.74	.56	.15	Su & Alt. T,W

Destination	Airport and Airline	RATES (See Note) (lbs. Lbs.) 45 100 Per Kg	100 (Kg.) 45 100 Per Kg	100 Per 100 Value	Depart
Varadero, Cuba	MIA P*	.12	.08	.05	Dly
Veracruz, Mexico	MIA P*	.39	.19	.15	Dly
"	MSY P*	.34	.18	.15	Dly
"	HOU P*	.31	.16	.15	Dly
"	BRO P*	.19	.12	.15	Dly
"	LAX P*	.35	.26	.15	Dly
"	DAL B	.42	.....	...	Dly
"	FTW B	.42	.....	...	Dly
"	LRD B	.28	.....	...	Dly
"	SAT B	.31	.....	...	Dly
Victoria, Brazil	LGA P*	1.46	1.08	.25	Su,W,F,Sa
"	MIA P*	1.41	1.41	.25	F
"	MSY P*	1.39	1.50	.25	F,Sa
"	HOU P*	1.51	1.51	.25	F
"	BRO P*	1.73	1.73	.25	F
"	LAX P*	2.08	2.08	.25	F
Victoria, B. C.	LGA T*	.36	.275	.10	Dly
Victoria de las Tunas, Cuba	MIA P*	.14	.09	.05	Dly
Vienna, Austria	LGA P	1.24	.93	.25	Dly except Sa
"	BOS P	1.21	.91	.30	Sa
"	LGA SI	1.24	.93	.25	Frequently
"	IDL BO	1.24	.93	.25	Dly
"	MIA BO	1.27	.95	...	Dly
"	IDL AF	1.24	.93	.25	.....
"	BOS AF	1.21	.91	.25	.....
"	IDL SS	1.24	.93	.25	Su,T,Th,F
"	IDL K*	1.24	.93	.25	T,W,F,Sa
"	UL K	1.24	.93	.25	Su
"	IDL S	1.24	.93	.25	Dly except M
"	IDL SR	1.24	.93	.25	Su,Th
Villahermosa, Mex.	MIA P*	.24	.17	.15	Dly
"	MSY P*	.28	.16	.15	Dly
"	HOU P*	.26	.19	.15	Dly
"	BRO P*	.24	.15	.15	Dly
"	LAX P*	.40	.30	.15	Dly
Visby, Sweden	IDL SS	1.19	.89	.30	Dly
Wake Island	LAX P	1.85	1.16	.20	M,T,Th,Sa
"	SFO P	1.85	1.16	.20	M,T,Th,Sa
"	PDX P	1.85	1.16	.20	Su,W
"	SEA P	1.85	1.16	.20	Su,W
Warsaw, Poland	IDL SS	1.20	.90	.20	Su,T,Th,F
"	IDL AF	1.20	.90	.25	.....
"	BOS AF	1.27	.96	.25	.....
"	IDL S*	1.20	.90	.25	Dly except M
"	IDL SR	1.20	.90	.25	Su,Th
Wellington, N.Z.	IDL BO	2.36	2.83	.25	Dly
Whitehorse, Canada	SEA P	.35	.14	.10	T,Sa
Windsor, Ont., Can.	LGA A	.40	.25	...	Dly
"	CHI A	.30	.25	...	Dly
"	LGA T	.06	.0335	.10	Dly
Winnipeg, Man., Canada	LGA T	.21	.20	...	Dly
"	GFK W	.04	.....	...	Dly
Zurich, Switzerland	IDL SR	1.13	.85	.30	Su,Th
"	IDL SS	1.13	.85	.30	Dly
"	IDL S	1.13	.85	.30	Dly except M
"	IDL SW	.90	.79	.30	.....
"	IDL AF	1.13	.85	.30	Six Wkly
"	BOS AF	1.10	.83	.30	.....
"	IDL K*	1.13	.85	.30	T,W,F,Sa
"	UL K	1.11	.84	.21	Su,W
"	IDL BO	1.13	.85	.30	Dly
"	MIA BO	1.19	.85	.30	Dly
"	LGA TW	1.13	.85	.30	Dly except F
"	PHL TW	1.14	.86	.30	Dly except F
"	CHI TW	1.17	.89	.30	Dly except F
"	TIP TW	1.14	.86	.30	Dly except F
"	BOS TW	1.10	.83	.30	M,Sa

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GUEST EDITORIAL

(Continued from Page 6)

this can be visualized as a method of cutting down costs. Handling of baggage can fit in very smoothly with the small portable belt systems at the planes, and provide a continuous flow of baggage almost immediately to the claim areas, thus saving much of the waiting time.

Conveyorization of industry warehousing activities in almost every field was greatly accelerated during World War II. During the present emergency the need for more and more handling capacity and the need to conserve manpower should accelerate conveyorization again, particularly in the growing air cargo transportation industry. Installations are being made of a continuous conveyor nature handling parts at Air Force bases. The needs of the armed services in shipping materiél by air to the far-flung areas of combat will necessitate more than just plans to accomplish the handling feats made necessary. Actual installations should come soon. We can expect that the continuous flow principle of continuous conveyor handling will gradually find a more and more useful place in air cargo handling—commercially as well as militarily.

WHO SHALL SELL AIR CARGO

(Continued from Page 9)

who noised it all around town that he was selling freight and express against his will, that he was unhappy, and that he wished he could get back into the passenger end of the business. In line with his duties, he attended a trade forum at which the subject of air shipping came to the fore. It was only natural that someone should address a question to him. The chap's attitude, during his halting response, left no doubt in his listeners' minds that he was sour on his job. How many customers did *he* make? Or lose?

On the other hand, I was visited by a young and eager rep who was prepared to set the world on fire, but still wanted to know "the real difference between air cargo and air freight and air express." He knew, for example, that air express was in the domain of REA; but beyond that he was somewhat on the hazy side. Also, he had been laboring under the misconception that the terms "air cargo" and "air freight" were synonymous.

It is incongruous that some air carriers will let loose a few reps, one of whose principal duties is to educate the shipper, but who are sadly in need of education themselves. A little investigation will bring to the surface the fact that the more enlightened carriers are less apt to be guilty of employing such personnel, or at least entrusting them with cargo sales duties before they are capable of discharging them with authority.

I believe it's high time that the carriers joined forces to organize and establish a centralized class in air cargo salesmanship; or, as an alternative, to endorse similar courses in a number of selected schools which all green cargo personnel would be required to attend. Here, the basic fundamentals of air cargo could be funneled into the minds of the reps: the pros and cons of the service they would sell. Here, they would learn the lingo of the trade and the taboos which are part and parcel of every profession. Here, they would be fired with all the necessary knowledge which goes farthest toward the making of an enthusiastic and successful salesman. Here, they would learn that they are selling a *transportation service*, not a beautiful airplane.

AIR CARRIERS' PROBLEM

(Continued from Page 8)

4 shows that direct costs are: flying operations costs (chiefly pilots' pay and engine fuels and oils), direct maintenance (chiefly labor and materials on aircraft and aircraft engines), and aircraft depreciation.

Exhibit No. 5 reflects the fact that it costs $145.27 for the direct operating

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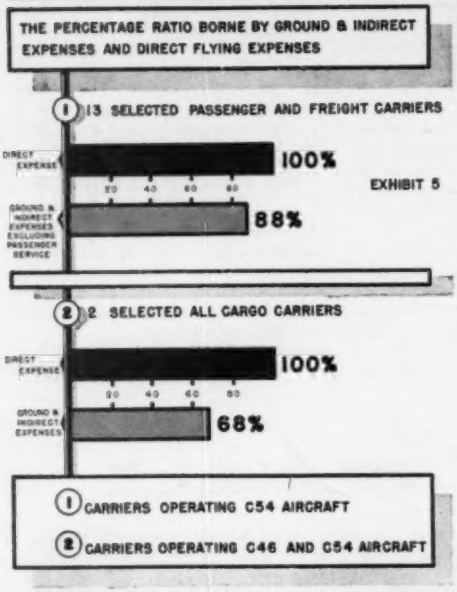
THE PERCENTAGE RATIO BORNE BY GROUND & INDIRECT EXPENSES AND DIRECT FLYING EXPENSES
1 13 SELECTED PASSENGER AND FREIGHT CARRIERS
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100%
20 40 60 80
EXHIBIT 5
GROUND & INDIRECT EXPENSES EXCLUDING PASSENGER SERVICE
88%
2 2 SELECTED ALL CARGO CARRIERS
DIRECT EXPENSE
100%
20 40 60 80
GROUND & INDIRECT EXPENSES
68%
1 CARRIERS OPERATING C54 AIRCRAFT
2 CARRIERS OPERATING C46 AND C54 AIRCRAFT

The Percentage Relationship of Ground and Indirect Expenses (from which Passenger Service Expense has been deducted) To the Direct Flying Expenses of 15 Selected Air Carriers as experienced during the Last Quarter of 1949

Column No.	1	2	3	4	% Col. 4 of Col. 1
	Direct Flying Expenses	Ground & Indirect Expenses	Passenger Service Expense	Ground & Indirect Expenses less Pass'r. Service Expense	
American Airlines	$11,723,183	$11,037,453	$1,412,865	$10,424,588	88.86%
Eastern	8,821,835	7,396,245	842,954	6,553,291	88.60%
T W A	7,035,361	7,721,333	933,947	6,787,386	87.90%
United	9,933,748	11,006,869	1,509,433	9,497,436	86.29%
Braniff	1,705,915	1,821,347	222,084	1,599,263	87.81%
Capital	3,193,361	3,510,231	390,661	3,119,570	88.87%
Chicago & Southern	902,319	1,108,962	193,111	955,851	86.19%
Delta	1,766,600	2,018,648	261,883	1,756,757	87.03%
National	1,739,955	1,628,680	188,457	1,440,223	88.43%
Northwest	4,576,295	4,329,968	450,999	3,878,969	89.58%
Western	1,078,695	1,153,721	135,899	1,017,822	88.22%
Colonial	491,652	579,339	82,930	496,409	85.69%
Northeast	720,155	703,294	70,772	632,522	89.94%
13-Carrier Totals	$55,289,246	$54,015,682	$6,655,995	$48,159,687	87.86%
Flying Tiger Line	$ 190,684	$ 100,191	None	$ 100,191	52.54%
Slick	233,807	187,851	None	187,851	80.34%
All-Cargo Carrier Total	$ 424,491	$ 288,042	None	$ 288,042	67.86%

costs incurred in the operation of a C-54 aircraft for one hour.

Not included in this cost are the many other costs which are real and substantial. These are called indirect costs, and an all-cargo operation does incur large indirect costs, regardless of whether the operation is conducted by a passenger-cargo carrier, or by an all-cargo carrier.

These indirect, or burden costs, are ground operation, ground and indirect maintenance, depreciation-ground equipment, passenger service expenses, traffic and sales expense, advertising and publicity expense and general and administrative expense involved in the overall operation.

Obviously, an all-cargo operation would not incur any passenger service expense. Therefore, Exhibit No. 5 has been developed to depict the percentage relationship of ground and indirect expenses from which passenger service expenses have been deducted. This exhibit reflects the experience of the 13 combination passenger-cargo carriers and the experience of the Flying Tiger Line and Slick Airways, during the last quarter of 1949.

As previously mentioned, both the combination and the all-cargo carriers conducted business operations other than the carriage of air freight, therefore, their indirect expenses as reflected in Exhibit No. 5 are undoubtedly inflated to reflect this other than air freight indirect expense.

This conclusion is supported by the fact that the all-cargo carriers enjoy a smaller ratio of burden expense than that incurred by the combination passenger and freight carriers.

It will be observed that the combination carrier's average burden expenses are approximately 88% of direct operating costs, as compared to a burden expense ratio of 68% for the all-cargo carriers.

To return momentarily to the 5th supplemental opinion of the Civil Aeronautics Board (the Directional Rate Case) we find that certain commodities have been granted a floor rate of 60% of the 13¢-16¢ rate which prevailed previously.

To avoid tariff complications, and to speed the development of a hypothetical operation, it will suffice to say that the carriers have filed a rate between San Francisco-Oakland and Chicago, of $7.50 per hundred-weight.

In the following example, it is assumed that the entire load on the aircraft consists of perishable fruits and vegetables which are moving at the 60% rate. At the present time, this happens infrequently. The relatively small poundage which now moves under the directional rate, is moving on aircraft which are also carrying freight of higher rate classification. It should be remembered, however, that in the future, solid planeloads of perishables will move, and even at present, very large poundage shipments are required if this low rate is to be employed.

While payloads accommodated in a C-54 will vary between carriers, based upon differences in length of haul, operating specifications, etc., it will be assumed that an average C-54 will carry nine tons, or 180 hundredweight. Simple multiplication reveals that the carrier's linehaul revenues amount to $1,350.00.

Now to return to the costs. The nonstop distance from San Francisco-Oakland to Chicago is 1,844 miles, which, when multiplied by the 76.71¢ a mile

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direct operating cost, results in a direct operating cost of $1,414.53. It will readily be seen that when only direct operating costs are considered, there would be a $64.53 loss to the carrier on this transaction.

But that is not the whole story, as indirect costs must be considered. It has already been shown that indirect costs range from 88% of direct costs for the combination carriers, down to an average of 68% for the all-cargo carriers.

It may be conservatively assumed that the hypothetical cargo operation would incur indirect expenses which amount to 50% of the direct expenses. Fifty percent of $1,414.53 is $707.26. This figure, added to the $64.53 loss incurred already, would bring the loss up to $771.79 for this operation.

Applying the same methodology to the use of a C-46, it was found that a C-46 cost analysis for a month early in 1950 showed $80,594.93 of direct expense for an operation which involved flying 186,600 C-46 miles.

The dollars of expense divided by the miles flown, results in a direct cost of .4296¢ per C-46 mile. The use of a round figure of 43¢ per mile direct costs, to which were added 21½¢ (50%) of indirect expense, resulted in a total cost of 64½¢ per aircraft mile.

A C-46 can carry six tons, or 12,000 pounds, which constitutes 120 hundredweight. The rate from San Francisco-Oakland to Chicago is $7.50 per 100, or $900.00 total revenue for a 12,000 pound shipment.

The total cost to the operator is 64½¢ per mile multiplied by 1,844 miles, or $1,189.38 of cost. The net loss per trip is $289.38.

It is appropriate to state that the only assumption in the above cost computations, is the assumption that the indirect, or burden, expense would amount to only 50%. It has been previously demonstrated that the average burden expense experience of the combination passenger-cargo carriers amounted to more than 88%, while the average for the two all-cargo carriers amounted to 68%. Therefore, the above example is extremely conservative.

These computations clearly show that planeload operations involving loads consisting wholly of low rated commodities, are operations that can lose significant sums of money.

It is obvious that while these low rates are absolutely necessary towards the development of perishable traffic, everything possible should be done to hasten the day when an assured market demand for perishables will be so great as to make possible a rate increase which will permit profitable operations for planeload shipments of high quality produce.

As previously stated, the eastbound haul is only a part of the story.

It must also be recognized that the airplane will move from East to West with cargo, carrying more highly classified freight, and there appears to be little question that the industrial Northeast section of the country can be developed to produce sufficient quantities of this higher-rated traffic to justify more schedules from East to West, if these additional schedules can be provided with a payload in the West to East direction.

It is the overall rate which is important. This rate simply must average out at a level which will provide not only the direct and the burden expenses, but include a reasonable return upon the required investment in flight equipment and ground equipment.

In dealing with the relation of air freight rates to air freight operating costs, this report has thus far restricted itself to the costs involved in the operation of aircraft which are now available. Obviously, more efficient aircraft than either the Douglas C-54 or the Curtiss C-46 could be employed.

The Douglas Aircraft Company has the DC-6A. This is a high performance aircraft which can carry a payload of 25,300 pounds of cargo on a one-stop operation from coast to coast, at speeds which would permit late afternoon departures from California shipping points and morning delivery in New York.

This aircraft lends itself to easier and cheaper loading, it has better center of gravity characteristics, and lower direct operating costs when these operating costs are computed on a basis of payloads sufficiently large to provide efficient utility.

From a purely utility standpoint, one DC-6A can do the work of two DC-4s by reason of its higher speed and greater payload carrying capacity.

This airplane is in the million-dollars-plus per unit category and, even in the face of its high first cost, it would be a real money-maker at existing air freight rate structures if payloads were available in both directions, and in sufficient quantities, to fully utilize the airplane's ton mile productive capacity.

While no purely all-cargo configuration is available on the Lockheed *Constellations*, there is no question that, if the plush interiors were eliminated and cargo interiors installed, the *Constellation* could, likewise, do a better, faster, and cheaper job of carrying freight, than the job being done at the present time by the Douglas C-54 or the Curtiss C-46. The *Constellation*, rigged as a freighter, would also be in the million-dollars-plus per unit group.

Both the Douglas DC-6A and the *Constellation*, as a cargo ship, produce an available ton mile for slightly less than 6¢ of direct costs. Again employing an assumed burden ratio of 50%, these airplanes, if fully loaded, would produce airlift for 9¢ an available ton-mile.

It was previouusly found that the overall revenue yield ranged from approximately 15¢ for the all-cargo carriers, up to an average of approximately 18½¢ for the combination passenger and freight operators. It must be remembered that this yield experience reflects what actually happened during the year of 1949, which is a period in

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time before the directional rates came into being.

Therefore, the trend in overall yield can be expected to be slightly reduced, during 1950, as a result of the lower Eastbound rate structure currently in effect.

Assuming that the overall yield of 1950 would drop to 13¢ (and it will not drop that far), is there anyone who would *not* like to be in a business which could produce, and fully utilize, available ton miles for 9¢ and sell them for 13¢?

Why is it, then, that the air carriers have not re-equipped their freight operations with the far more efficient Douglas DC-6As and the Lockheed *Constellations*? The answer is obvious. The carriers know the facts about the availability of freight payloads. They have stacked the fabulous forecasts against the hard practical facts of their day-to-day operation and they know that the efficiencies and relatively lower operating costs of the DC-6A and the *Constellation* are dependent upon full utility of the aircraft.

They know, for instance, that it costs slightly more than $200 an hour, or $3 1/3 a minute, to operate the passenger versions of these aircraft, and that these costs are practically the same whether the airplane is carrying a full load or half of a full load.

There are indications that a few Douglas DC-6As may be used as air-freighters in the near future.* This development will constitute an important forward step because it should produce compelling evidence of the fact that modern aircraft, specifically designed to carry air freight, can carry perishable fruits and vegetables at speeds and with a degree of cargo protection which has been unavailable thus far.

The operation of these aircraft will also point up the importance of high load factors, and all indications point to the conclusion that perishable fruits and vegetables moving at the 60% rate will be important contributors to the required tonnage.

The following computation reflects the overall air freight business, shown in freight ton miles flown, freight revenues received, and cents of average yield per ton mile. The second column also shows the relative participation in the air freight business done by all five of the selected carriers.

ACTUAL AVERAGE YIELDS OF AIR FREIGHT RATES DURING LAST QUARTER OF 1949, AS EXPERIENCED BY 5 SELECTED CARRIERS

	Freight Ton-Miles Flown	Carrier Participation in 5-Carrier Total	Freight Revenues Received	Cents of Average Yield Per Ton-Mile
American	9,693,961	31.31%	$1,817,219	18.74¢
United	6,724,828	21.71%	1,202,747	17.89¢
TWA	3,525,062	11.38%	665,759	18.89¢
Slick	7,381,523	23.83%	1,120,222	15.18¢
Flying Tigers	3,648,801	11.77%	562,899	15.43¢
	30,979,175	100.00%	$5,368,846	17.33¢

It will be observed that the revenues have been divided by the freight ton miles for the purpose of a result expressed in terms of yield for the five carriers individually, and for the average of the five carriers.

This computation shows that all of the shipments, regardless of size, length of haul, or tariff classification, averaged a line haul revenue of 17.33¢ per ton mile.

This average yield of 17.33¢ is used in the next computation, which is designed to show what would happen in the way of profit or loss, if an all-freight operation had been conducted using either C-54 aircraft or C-46s.

In the case of C-54s, it has been assumed that a 100% payload would amount to 18,000 pounds, while on the C-46, 12,000 pounds has been used to reflect a full load.

The poundage is then graduated downward in increments of 1,000 pounds, and these graduations are accompanied by the percentage load factor that they would represent. In the third column, there is shown the revenue per airplane mile which would accrue to the carrier at the various payloads which range from 100% down to 50%. To furnish an example, a C-54 with 18,000 pounds and an average yield of 17.33¢ per ton-mile, would be carrying nine tons for each mile of the trip. These nine tons are multiplied by the average yield of 17.33¢, so the revenue on the airplane would amount to 155.97¢. If the airplane was traveling 5,000 pounds light, or with a payload of 13,000 pounds, its payload would be 72.22%, and its revenue would be 72.22% of the 155.97¢, or 112.64¢. With a 13,000 pound load, therefore, there would be a loss of 2.42¢ per airplane-mile.

In each case, overall costs per mile have been based on actually experienced, direct costs, expanded by 50% to reflect indirect, or burden, costs.

The growth of air freight will of itself, lower unit costs. The type of expenses which will show the greatest reduction, are those expenses in the indirect, or burden, groups.

Direct costs can be expected to increase almost as rapidly as the growth of air freight because if two airplanes are required, where one had been sufficient, the direct costs will double.

An example of indirect costs which can be reduced, can be found in the station expenses. It takes a certain amount of manpower to perform station functions, loading and unloading, storage, distribution, etc. If that station is receiving and dispatching two schedules a day, it will take a given amount of manpower to handle the work load represented by these schedules. The doubling of these schedules will not, necessarily, require a doubling of manpower, particularly in those cases where the added schedules do not require added shifts of men. It is a fact that there are many stations where schedules could be doubled, or even tripled, without requiring the hiring of equally greater numbers of personnel, particularly if these schedules could be spread across a time period in such a manner to avoid burdensome, peak, work loads. The thing that would happen would be that existing employees would be more efficiently utilized and the result would be a great reduction in standby time and its high attendant expense.

This computation clearly indicates the importance of being able to depend upon economic payloads of freight in an all-cargo aircraft operation. The

* Since the writing of Mr. Karst's report, a few all-cargo DC-6As have been purchased.

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Payload in Pounds	% of Capacity	Revenue Per Mi. at Av. Yield of 17.33¢ Per Ton Mile (¢)	Overall Cost Per Mile	Gain (+) or Loss (−) per Aircraft Mile
		C-54		
18,000	100.00%	155.97¢	115.06¢ (1)	40.91¢+
17,000	94.44%	147.30¢		32.24¢+
16,000	88.89%	138.64¢		23.58¢+
15,000	83.33%	129.97¢		14.91¢+
14,000	77.78%	121.31¢		6.25¢+
13,000	72.22%	112.64¢		2.42¢−
12,000	66.66%	103.97¢		11.09¢−
11,000	61.11%	95.31¢		19.75¢−
10,000	55.56%	86.66¢		28.40¢−
9,000	50.00%	77.99¢		37.07¢−
		C-46		
12,000	100.00%	103.98¢	64.50¢ (2)	39.48¢+
11,000	91.67%	95.32¢		30.82¢+
10,000	83.33%	86.66¢		22.16¢+
9,000	75.00%	77.99¢		13.49¢+
8,000	66.66%	69.31¢		4.81¢+
7,000	58.33%	60.65¢		3.85¢−
6,000	50.00%	51.99¢		12.51¢−

(1) 76.71¢ direct plus indirect expense of 38.35¢ (50% of direct) = 115.06¢
(2) 43.00¢ direct plus indirect expense of 21.50¢ (50% of direct) = 64.50¢

most cursory inspection of the gain or loss column shows that it takes about a 75% load factor to break even on a C-54, while a C-46 will break even at about 60%. These are the facts which hold air freight scheduling to frequencies far lower than those which would be operated if adequate payloads were available in both directions.

The foregoing discussion of the problem confronting the carriers offers evidence that, while there is little or no profit possibility in the planeload shipment of commodities in the 60% West-East rate group, such shipments would provide a means of securing enough revenue in the West-East direction to return the aircraft to Eastern destinations for the purpose of picking up higher rated merchandise. The profit possibility lies in the expansion of East-West scheduling at higher rates.

It is not economically possible to maintain aircraft on the West Coast for the purpose of carrying infrequent loads of low-rated perishables as a sole method operation.

The development of expanded schedules from East to West, depends upon the availability of greater tonnage in the higher rated categories of freight moving from East to West and the concurrent development of perishable traffic from West to East.

One cannot be developed without the other and, while there is every assurance of greater tonnage availability in the industrial Northeast section of the United States, no comparable assurance can be entertained in connection with perishable fruits and vegetables for the backhaul. The best possible solution, therefore, is a slow and steady development of hauls in both directions. For example, if by some sort of magic, it were to become possible to quadruple the perishable Eastbound tonnage in one year, the imbalance would be reversed and the pressing problem would then become the development of East-West traffic.

Any practical approach must take cognizance of the fact that the tonnage must be developed directionally in the most even manner possible and it is unreasonable to believe that these developments can come quickly or easily.

Time and effort will be required, however, the objective is so vastly important to the full development of air freight that the expenditure of the required time and effort constitutes a worthwhile investment.

U. S. OVERSEAS AIR CARGO

(*Continued from Page 10*)

aim for the highest service standards consistent with a policy of reducing operating costs. The following paragraphs indicate some of the improvements which appear necessary for full development of the services under review.

(a) Speed of Service

Most of the advantages to users of air cargo stem from the speed of the service. Airplanes have a port-to-port speed advantage over steamships ranging upwards from a ratio of approximately 10 to one. What is more important than transit time between terminals, however, is the over-all elapsed time between pick-up from original consignor and delivery to ultimate consignee. Additional factors determining this over-all speed of service are frequency of schedules; regularity of schedules; and time spent on the ground, including pick-up and delivery time, time required for documentation and Customs clearance, loading and unloading time, and time involved in transferring shipments to and from connecting carriers. In order to avoid dissipating the advantages of high speed between terminals, airlines must consider the effect upon over-all speed of service of each of these factors.

With respect to frequency of overseas air cargo service, it might be noted that the volume of business developed at existing rate levels has brought about only a limited number of scheduled all-cargo flights to and from major trade areas. It has been shown that the majority of the scheduled flights made by international and overseas American

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Summary of Cargo Manifest Covering Flight of a Noncertificated Irregular Air Carrier to South America in July 1948

Address of shipper	Address of consignee	Commodity shipped	Weight (lbs.)	Value
New York City	Trinidad	Machine parts	1	$ 3
Detroit	Canal Zone	Auto parts	17	46
New York City	Caracas	Men's rayon suits	8	40
Do	Maracaibo	Radios	228	576
Do	Guayaquil	Phonograph records	2	4
Do	do	Sales manual	6	5
Do	Manta, Ecuador	Flashlight bulbs	25	95
Do	Lima	Radios	17	33
Greenfield, Mass	Oruro, Bolivia	Speed indicator	1	2
New York City	Buenos Aires	Sample swatches	8	1
Do	do	Personal effects	75	700
Do	Panama	1 wlr ' dresses	50	121
Do	Guayaquil	Plas e fountain pens	25	238
Montreal	Kingston	Printed matter	2	1
Do	do	Entre dish	8	80
Greenfield, Mass	Caracas	Switch for electric drill	1	1
New York City	Lima	Potassium nitrate	6	2
Ottawa	Rio de Janeiro	Collie dog	10	15
New York City	do	7 Jersey bulls and 20 Jersey heifers	10,500	21,971
Total			10,990	$23,984

Source: Report of carrier to CAB.

Estimated Steamship Revenue per Ton-Mile on Specified Valuable Commodities, New York-Southampton and New York-Rio de Janeiro, 1939 and 1949[1]

[In mills per short ton per statute mile]

Commodity	New York-Southampton		New York-Rio de Janeiro	
	[2] 1939	1949	[2] 1939	1949
Radios	6.7–28.2	16.2–68.6	8.6–36.5	16.8–71.3
Fountain pens	22.9–31.9	47.3–66.1	13.1–18.0	[3] 27.2–38.0
Typewriters	9.4–14.2	18.7–28.5	10.6–16.1	20.7–31.4
Automobile tires			11.7–13.7	22.4–26.3
Drugs and medicines	10.5–24.1	21.9–50.3	11.8–11.8	24.4–24.4
Girdles, corsets	20.0–32.9	40.0–65.8	16.1–26.5	35.3–58.2
Cigarettes	11.1–11.1	19.4–19.4	7.8–14.9	15.3–29.1
Electric light bulbs	24.0–35.9	48.0–71.9	19.3–28.9	27.2–40.8
Dental goods	9.7–17.4	20.1–36.0	6.3–11.3	12.3–22.0
Flashlights	18.9–20.5	37.8–40.9	11.9–12.9	23.9–25.9
Silk hosiery	23.4–28.4	48.7–59.1		
Dry goods, n.o.s.	22.2–34.5	44.3–69.0	17.5–27.8	37.0–57.5
Cash registers	9.6–17.7	15.8–28.9	5.5–13.0	12.1–28.4
Vacuum cleaners	10.3–18.8	22.0–40.0	10.9–18.9	22.6–39.2
Silk piece goods	21.9–21.9	45.1–45.1		
Perfumery	15.4–15.4	31.8–31.8	17.7–17.7	[3] 18.3–18.3
Boots and shoes	14.1–23.8	28.3–47.5		
Cotton dresses	23.1–23.1	46.3–46.3		
Cameras	10.4–15.7	18.6–28.3	6.2–14.2	12.1–27.8

[1] These figures were calculated by converting tariff rates per ton, per cubic foot, or per hundredweight to charges per long ton through use of stowage factors contained in the Department of Commerce publication, *Modern Ship Stowage*, Industrial Series No. 1, 1942 (the stowage factor of a commodity is the figure which expresses the space in cubic feet occupied by a long ton of the commodity packed for shipment). The range in revenue per ton mile in each column reflects a range in stowage factors. The stowage factors as reported in the Sorrell study (see [2] below) were used in the computations. Charges per long ton were converted to charges per short ton per statute mile by dividing by 4,104 and 6,152 in the case of Southampton and Rio de Janeiro, respectively. These latter factors represent 1.12 times the statute mileage to those points (3,664 and 5,493, respectively), a factor reflecting the ratio of long tons (2,240 pounds) to short tons (2,000 pounds). The 1949 figures are based on rates in effect March 15, 1949. In all cases but two (radios and cigarettes from New York-Southampton) the rates are tariff or non-contract, rather than contract, rates.

[2] The 1939 figures and the commodities selected are based on table 4 of the study prepared by Lewis C. Sorrell for the Air Transport Association of America, op. cit., but have been adjusted to correct what appears to be an overstatement of statute mileage to Southampton and Rio de Janeiro in that study. The revenue per ton-mile figures are based on rates which became effective at various times in 1939, and on a few which became effective in 1938.

[3] These two commodities in 1949 were subject to a 2 percent ad valorem charge in addition to the tariff charge of $50 per long ton.

flag carriers, as well as foreign flag scheduled carriers, are based chiefly on the transport of passengers, with relatively little space available for cargo. One result is that these carriers cannot handle an especially large or heavy consignment on a single flight, but must either break down the shipment for movement on two or more individual flights, or if that is not feasible, decline the shipment or carry it on a nonscheduled flight. The experience of such nonscheduled carriers as Seaboard and Western has shown a demand for all-cargo services on which any shipment up to the allowable weight limits of the aircraft can be accommodated; but the promotion of all-cargo services and the satisfaction of the potential demand which would exist at a lower level of rates appears to require adoption of a greater number of such services on a regularly scheduled basis. Additional services, particularly at lower rate levels, would create additional business. Of particular pertinence in this connection is the fact that as of March 1, 1949, the total number of scheduled all-property flights to and from all world areas, offered by international and overseas American flag carriers was equivalent to only 26 round trips per week. It is recognized, however, that the volume of business obtained at existing rate levels has been insufficient to sustain profitable load factors in certain scheduled all-cargo services of certificated carriers. The basic problem, then, as noted above, is simultaneously to lower costs and rates and to generate an increased volume of traffic which in turn will make lower rates economically feasible.

The need for more frequent all-cargo services is stated as a general principle with no attempt being made to delineate major trade areas or air routes which might conceivably support such operations. Further, it is recognized that the airlines will face the problem of striking a proper balance between increasing plane size, with its usually lower unit cost, and increased frequency of schedules. While it is essential to provide shippers with the maximum frequency that can be economically supported, the increased size of cargo planes will permit the carriage of equivalent tonnages in fewer trips.

To some extent, regularity of cargo service would be increased by more frequent all-cargo flights, since a smaller proportion of total traffic would be subject to the delays possible in combination passenger-cargo flights. Although delays to cargo stemming from the preferential loading of passengers and mail may be relatively infrequent, instances of such delay have been cited, as for example during the strike of West Coast dock workers and the resulting ocean shipping tieup, when airlines reportedly had to defer individual cargo movements in order to satisfy demands for passenger service.

In regard to the various types of ground delays to which overseas air cargo shipments are subject, it may be said that, while steps have been taken to eliminate some such delays, there remains much room for improvement. As in the case of ocean shipments, documentary requirements and Customs regulations of the countries to which goods are shipped by air vary considerably; but in comparison with ocean shipments relatively little experience has been accumulated in the procedures of shipping by air. While air carriers themselves may occasionally advise ex-

porters concerning documentation of shipments, the exporter usually must perform the documentation function himself or must utilize the services of a freight forwarder. Since air freight forwarding as a specialized field is relatively new . . . the number and facilities of such specialists are as yet relatively limited. Moreover, surface freight forwarders specializing in steamship operations reportedly have not entered the air forwarding field on a large scale, although some such forwarders actively handle both air and ocean shipments.

The foregoing comments are of particular significance when it is realized that one of the greatest potential sources of delay to international air cargo shipments is failure on the part of an exporter to send the proper documents or to include the required details on forms which are prescribed by individual foreign governments and which are necessary also to the foreign importer when preparing an entry declaration. Progress has been made toward the acceptance of a uniform international airway bill. For example, it has been shown that Pan American . . . adopted an airwaybill/consignment note which reportedly has been accepted in some countries in lieu of such documents as the consular invoice and certificate of origin. TWA likewise adopted an international airwaybill which is intended to provide the shipper with a single through document for the transportation of goods moving over the lines of two or more carriers. According to a trade report, TWA received concurrences with 27 other international air carriers for implementation of this bill on an interline basis, and as a result of these agreements has made special arrangements for the transfer of shipments to and from other carriers at connecting points. (These facts are as of 1949.) The possible savings in time from such arrangements arise from the avoidance of making out new waybills at junction points and from more rapid transfer of goods between carriers at those points.

A more far-reaching development is the adoption by the International Air Transport Association of resolutions providing for a uniform airwaybill/consignment note with conditions of contract printed thereon. The CAB in its opinion and order dated September 1, 1949, approved the agreements as filed by United States members of IATA with respect to the uniform airwaybill/consignment note, subject to the provision that certain revisions be made in the conditions of contract. Even after adoption of the uniform airwaybill, however, problems relating to the general use of the document . . . remain to be solved, particularly since no uniform system has been devised with respect to the number of copies to be provided. In this connection, the recommendations of ICAO are as follows:

> . . . Each contracting State should make arrangements by which consignments of cargo destined to its territory and not exceeding an f.o.b. value specified by that State will be free of governmental documentary requirements, such as consular invoices, certificates of origin, and visas, and will be exempt from related consular fees. In any case where a contracting State requires evidence of origin or value of cargo in a particular form, it should accept a single document, namely the International Cargo Invoice. Copies of this document should be accepted by the public authorities concerned in lieu of separate forms, such as consular invoices, certificates of origin, certificates of value, export declarations and the like.

Another recommendation of ICAO designed to facilitate international air transportation is that contracting States should establish Customs-free airports and in connection with international airports, should establish Customs-free trade zones (as at Shannon Airport). The free airport is excluded from the scope of most laws affecting the importation and exportation of goods. Restrictions which remain in force include certain public health regulations, law relating to animal and plant diseases, currency restrictions, and controls on the movements of dangerous drugs. Goods brought by air to Shannon thus are generally free from Customs restrictions as long as they remain within the boundaries of the free trade zone of some 800 acres. They may not only be imported, but may be stored and reexported; however, goods may not be brought into the airport for personal use or consumption within the airport, or for sale by retail there, except from another part of the State. While goods can pass between the free airport and other countries without being subject to the usual import and export laws, those laws apply to traffic between the airport and other parts of the State.

According to a report in 1948, the Customs-free airport at Shannon worked smoothly during its first year of operation and proved of considerable assistance in the facilitation of freight traffic. Airlines reportedly found the absence of formalities with respect to the movement of aircraft stores and spare parts particularly helpful. The free airport was also designed to afford facilities for the development of air freight carriage. Since goods may be brought free of duty into the Customs-free airport from abroad and stored there, commercial interests in other countries could establish depots within its area, from which prompt delivery might be made by air to meet urgent orders from any area on the air routes passing through Shannon. Further, in establishing the airport, it was hoped that foreign and native manufacturers would find it desirable to undertake within the free zone the packing, processing and rehandling of goods.

The establishment of additional Customs-free airports would seem to be a highly desirable step which could be taken by various nations to promote international air traffic. This is emphasized by the existence at present, both in the United States and abroad, of a number of free ports or free trade zones for ocean commerce. Although no Customs-free imports have been established in the United States, interest has been shown in related projects . . .

In final reference to improvements in the speed of overseas air cargo services, mention should be made of pick-up and delivery. While present methods may be adequate in most instances, the user should not be required to arrange for his own pick-up or delivery as a general rule, unless that is his preference. The greater danger of delay would appear to be in the delivery of incoming shipments. Even though the Warsaw Convention provides that, unless otherwise agreed, it shall be the duty of the carrier to give notice to the consignee as soon as the goods arrive, instances

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have been cited of incoming shipments lying at the airport for unduly long periods because consignees were unaware of their arrival. Delay to air cargo shipments from such causes should be entirely eliminated.

(b) Coverage of Service

The points served by United States certificated carriers include many of the world's population centers, as well as one or more of the most populous cities in countries or areas of relatively low population. Furthermore, through connections with foreign flag carriers, air cargo service is available to and from a much larger number of points than that indicated above. The present network of scheduled overseas air routes, however, was developed primarily with a view to the needs of passenger and mail services, rather than cargo services; and while the present route pattern may be comparatively adequate with respect to demands for the former services, it may not correspond closely enough to the distribution of cargo demand. Thus, while passenger and mail traffic flow tends to follow the pattern of population distribution, a substantial percentage of air cargo potential may originate in rural areas or in cities of small size. The fact that scheduled steamship service is available to and from a larger number of foreign cities than scheduled air service suggests that wider direct air service coverage may be needed. It should also be noted that some foreign cities receive no scheduled air service at the present time. This may be due to a temporary lack of sufficient passenger traffic into or out of those cities to support scheduled air services; but it may also indicate that air cargo service has not been extended to all points where a demand exists.

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Whether the cargo services of United States certificated carriers should be extended to additional overseas points involves, in addition to economic questions such as prospective traffic, political considerations, including those of national security and national prestige. Moreover, whether service to a foreign point will be rendered often depends on factors beyond the control of the United States Government or the carrier. It has been previously noted that as of March 15, 1949, 80 points authorized to international and overseas American flag carriers were not being served. Among the chief reasons why service to those points has not been inaugurated, or has been suspended, are lack of bilateral agreements between the United States and the country concerned, and deficiencies in airports and air navigation facilities and services.

Between December 1, 1944, and April 1, 1949, the United States concluded bilateral air transport agreements with 38 countries, the majority of which were of the "Bermuda Agreement" type, including the grant of "five freedoms." A few other countries, e.g. Colombia and Mexico, are served under prewar operating rights, but additional services to such countries, even though authorized by the CAB, cannot be inaugurated in the absence of additional bilateral agreements. It should be noted further that cabotage rights (authority to carry traffic originating and terminating within a given State) are not available to United States carriers in most countries. The above reference to bilateral air transport agreements embraces only scheduled operations. Nonscheduled United States carriers may operate air services to a given country only if permission is granted by that country, either directly or through the United States Department of State. In this connection, it is noteworthy that, while Article 5 of the Chicago Convention apparently contemplated a policy of reasonable freedom for nonscheduled operations, the Article did contain certain limiting provisions which have been interpreted in a restrictive manner by some nations.

(c) Facilities and Auxiliary Services

The full development of United States overseas air cargo transport will require additional operating facilities and improvements in various auxiliary services. As traffic volume increases, the need of facilities at airports for warehousing, precooling and other such handling operations may be expected to increase. Second, to broaden the usefulness and increase the economy of overseas air cargo service to shippers, fuller development of packaging more specifically suited to the requirements of air transport will be required. Third, further improvement may be obtainable in tracing shipments and in expediting settlements for loss or damage. These are mentioned as examples, and are not meant to embrace all possible improvements of these types in overseas air cargo services. The nature and extent of the development with respect to overseas air cargo facilities and auxiliary services will depend in large part upon the role of the air freight forwarder.

3. Trade and Exchange Controls

While the growth of United States overseas air cargo services is contingent in part upon rate reductions and service improvements of the types discussed above, maximum development of air exports and imports, as well as foreign commerce as a whole, depends to a large extent upon the removal or easing of trade and exchange controls imposed by the nations participating in United States foreign trade. In at least two respects air trade is more seriously hampered by such controls than is ocean trade. First, the speed superiority of air cargo service may be dissipated by time lost through compliance with trade controls. For example, the time required for a foreign importer to obtain an import license from his government might conceivably alter an original decision to use the fastest means of transportation. Second, the relatively high cost of air cargo service renders it more vulnerable to exchange controls. Thus, a country with an actual shortage of dollars might restrict the importation of high-value or luxury commodities, which constitute a large part of the traffic for which airlines are best fitted to compete. Moreover, American flag carriers may on occasion be at a competitive disadvantage with foreign flag carriers owing to their inability to accept payment for freight charges in foreign currencies. Exchange controls in a given country might dictate the choice of a native carrier which would accept payment for freight charges in local currency; or, if an American flag carrier were selected, exchange controls might restrict the export to the United States by the carrier of dollars collected for freight charges. It should be noted, however, that American flag carriers may accept payments in foreign currency to meet station expenses or other similar expenses incurred in a given foreign country, and may accept certain foreign currencies for conversion into dollars.

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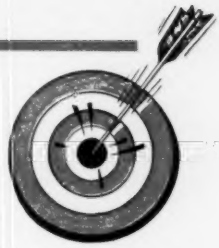

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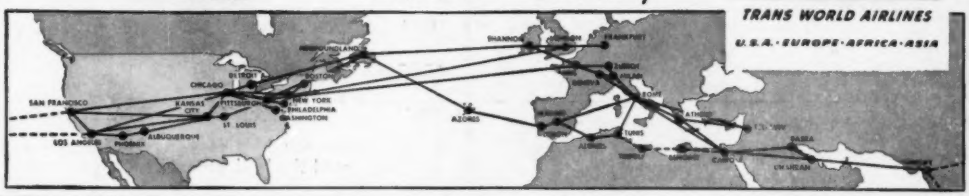
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